DeLorean World

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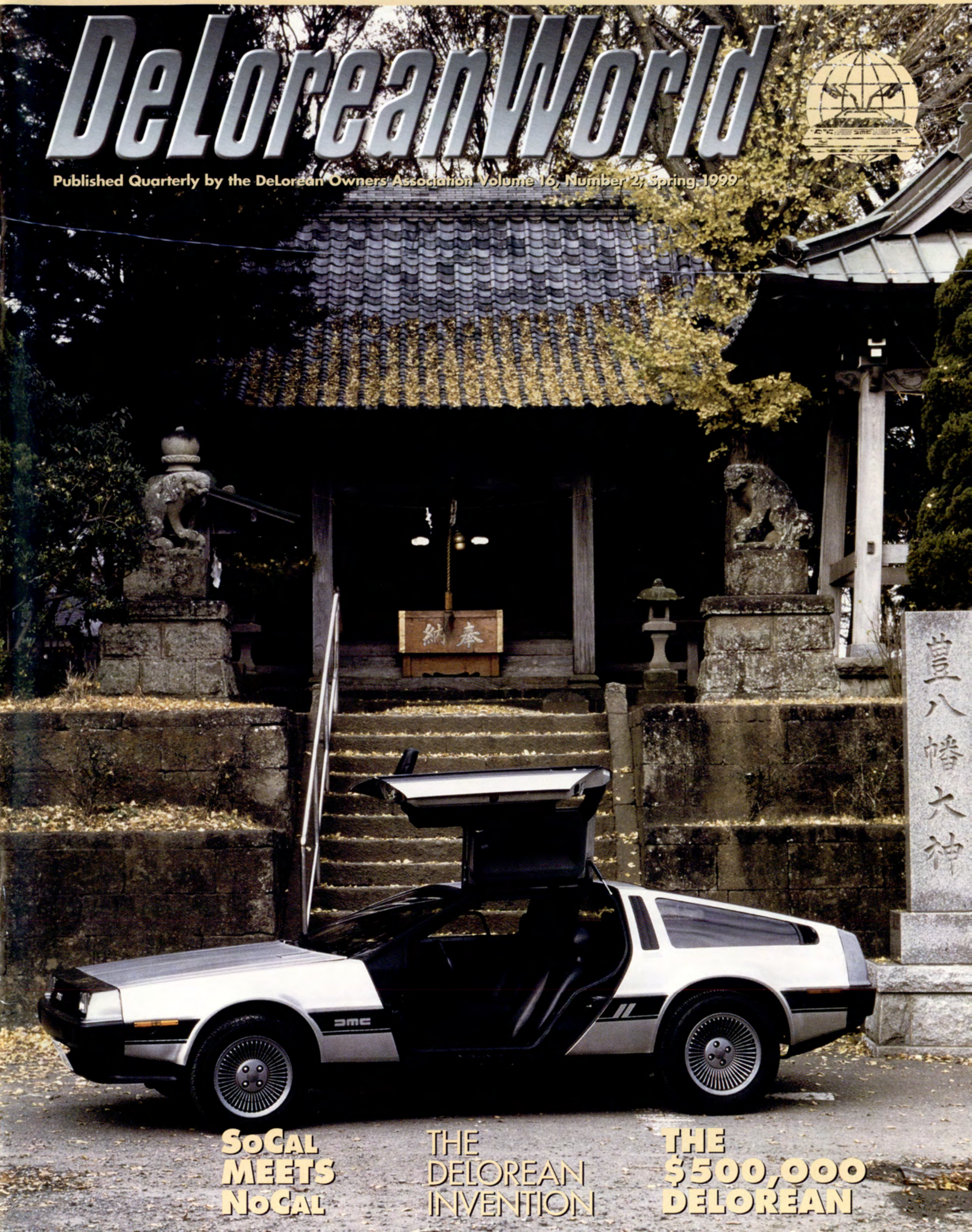


SoCal MEETS NoCal

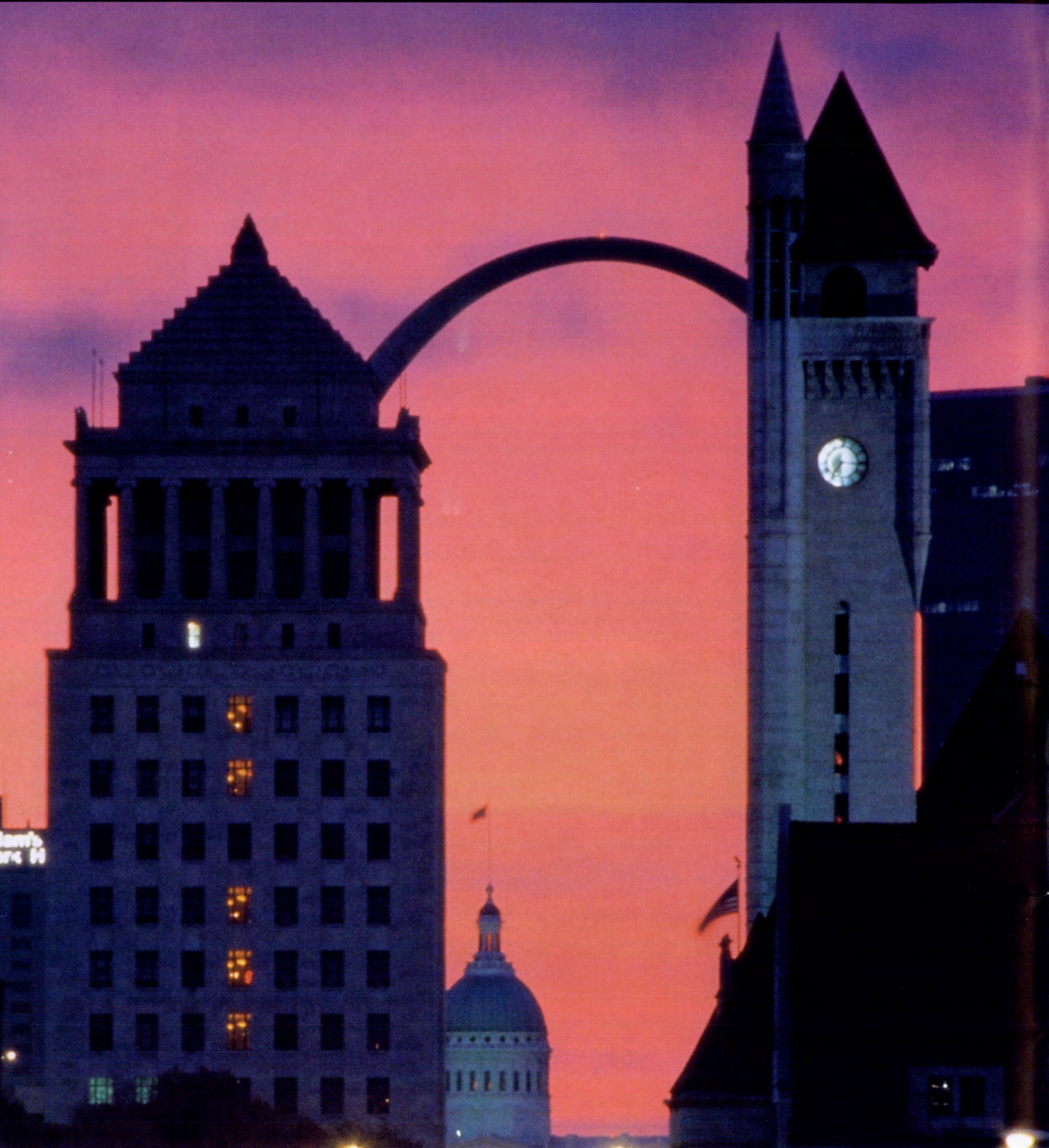
THE DELOREAN INVENTION

THE $500,000 DELOREAN

OKTOBERFEST

DELOREAN EXPO '99 / OCTOBER SEVENTH THROUGH TENTH / ST. LOUIS

Photo courtesy St. Louis Convention & Visitors Commission



DeLoreanWorld

DeLorean World, Volume 16, Number 2; Spring 1999

ON THE COVER

Photo by Kouji Nomura taken at a shrine called Toyohachiman-daijin across the street from Association member, Osamu Shimohara's house in Kanagawa, Japan.

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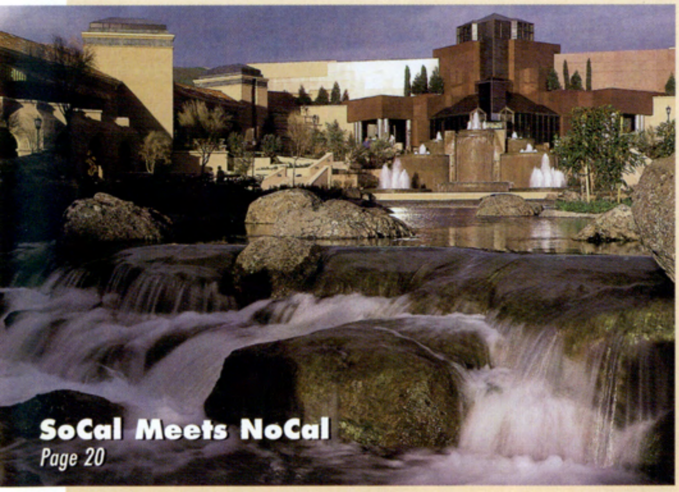

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PRESIDENT'S MESSAGE

By Linda Porter

I took my DeLorean out on the open road recently. Not exactly a Get-Away Weekend trip worth writing about, but a long drive just the same. Having just had some major service work done on the car, and sporting new tires, it was ready to roll. And what an enjoyable ride it was. I couldn't help but be reminded of a line from the article (reprinted in this issue) by Ed Jacobs, when he states that regardless of the type of road, the DeLorean "loves to run".

In this issue, you'll find a more thorough account of a DeLorean trip up the California coastline by Mimi Breer. Having driven that route myself, I could enjoy the mental pictures of that journey. Even if you have never been to the places she mentions, I hope you will also let your mind wander along with Mimi and Hank on their South-to-North California weekend.

Member Lawrence McDonald from Ohio has been a DeLorean owner for quite awhile, since 1983. He writes of his decision to start driving the car on a daily basis, after having stored it for most of the intervening years. His story makes interesting reading, especially if you have been thinking of getting your DeLorean out of mothballs.

Almost every DeLorean owner I meet has a different tale to tell regarding how they came to buy their car. Rodger Vanatter surely has a knack for telling of his experience, proving that the story-telling tradition of the South is alive and well. I'm looking forward to Part 2 and 3.

If you're hooked on car museums, be sure to read Gary Pelger's article on the Canton Classic Car Museum. Mr. Pelger is the Museum's Curator and after reading about some of the cars the museum houses, I think you will want to plan a visit the next time you're near Canton, Ohio.

Technical Service Bulletin 13 and an article on the Fuel Accumulator by Don Steger of DeLorean Motor Center also appear in this issue. Inventor Michael Stahl encourages all would-be inventors to try patenting some of their ideas; who knows, maybe there's another story out there waiting to happen.

Oktoberfest Expo '99 in St. Louis draws closer every day. Most plans are set and what remains is just lots of last minute details. But I have a great crew to help me and can always depend on Expo attendees to pitch in and make every event one I'm happy to attend. I hope I have a chance to meet many of you in St. Louis. Until then, I'll keep you posted.

CALENDAR OF FUTURE CAR EVENTS

Do you know of any events that are not sponsored by the DeLorean Owners Association but may be of interest to DeLorean owners? To inform our readers about shows, meets or places of interest to DeLorean owners, we present this events calendar. Please submit the following information for each event:

Location *(state, city / town, place)*
Date *(three or more months ahead of time you receive each issue)*
Name, address and telephone number *(for further information)*

Hold the notice size to 30-40 words
Send to: Hank Breer, 1946 N. Harding Ave., Altadena, CA 91001

JUNE

4-6
Shelburne, VT – **Vintage Auto Exhibition** at the Shelburne Museum. Fri.: restoration, flea market setup, parade. Sat & Sun: Auto Show and Museum Exhibits 10:00am - 5:00pm. Two Day Pass $10/children $4 Exhibitors 3 day pass SASE for brochure info VAE 52 Bartlett Bay Road, South Burlington, VT 05401 Ph/Fax: 802/658-3975 http://www.vtauto.com

5
Charleston, SC – **15th Annual British Car Day** Car Show Open to all British Cars, vendors, silent auction, raffle. Charlestowne Landing. British Car Club of Charleston. 1175 Mathis Ferry Rd., H8, Mt. Pleasant, SC 29464 info Ph: 843/849-9707 Fax: 843/577-2061 e-mail bcc@palmettobug.com

5
Louisville, KY – **Marques on the Green** On the great lawn of Kingfish Restaurant overlooking the scenic Ohio River, River Road and Zorn Ave. at I-71. Rain or Shine. Opens 10:00am Food/Beverages available, 14 car classes. Participant's choice, class trophy, and special awards. Louisville Area British Sports Car Club. All British Cars Welcome. Jim French lucaselec@aol.com

5-6
South Bend, IN – **Michiana British Car Day** Open to all British Cars. Participants choice award, rallye/touring & parts sale $10 pre-register $12 at gate $1 viewing per car. Solo Racing & Rallye on Saturday. Z.B. Falcon's Conservation Club, Roosevelt Rd. on west side of So. Bend. Ted & Becky Ph: 219/656-4226

6
Clinton, NJ – **Red Mill British Car Day** Open to all British Cars. Poker Run & Picnic Hamper Judging. $10 by May 15, $15 after $5 to view. Hunterdon Historic Museum Richard Miller Ph: 908/713-6251, home, work & fax e-mail marfmil@hotmail.com

12-13
Denver/Glenwood Springs, CO – **47th Annual Rallye**, Glenwood Springs. Open to all cars Largest continuously running rallye from same point to same point in the US. Starts in Denver and winds through the Rocky Mts. Banquet Saturday evening. Wade Tucker Ph: 303/934-6651

12-13
Clemmons, NC – **British Car Day South Rally & Show** Open to all British Cars. Tanglewood Park, Jack O'Brien Ph: 336/724-1417

13
Hellertown, PA – **All British Car & Cycle Show** Open to all British Cars! $8 registration by May 31, $12 day of show opens 9am Reservoir Park info 610/799-4954, e-mail keystone@mgclub.com

19
Los Angeles, CA – **Christies International Motorcars Inaugural Sale**. Peterson Automotive Museum, David Gooding Ph: 310/385-2699 Fax: 310/385-0246

20
Milford, NH – **"Show of Dreams"**. Open to all British Cars held in conjunction with "High Hopes" hot air balloon rallye-annual event that grants terminally ill children of NH their last wishes. Registration fee. Info: Linda Cagan Ph: 603/472-5212, e-mail bcagan@aol.com

26
Riverdale, GA – **Tech Session** info Joe Lore. dmcjoe@worldnet.att.net

27
Irwindale CA – **17th Annual Literature Faire & Exchange** - New location - Swap Meet for literature and small collectibles. Society of Automotive Historians SoCal Chapter Ph: 818/707-7421, 714/524-3119

JULY

1-5
Vernon, B.C. – **Rallye in the Valley** Open to all British Cars. Concours & participants choice awards, rallye, funkhana. Vernon Silver Mountain Resort, Gord/Collen French Ph: 250/545-0419 or 250/545-2432, e-mail ritv99@yahoo.com

2-4
San Francisco, CA – **San Francisco Grand Prix**. Road Races on a 1.9-mile street course. Pro Racing Series, Ph: 818/705-2845

10-11
Indianapolis, IN – **"London to Brighton Run"** Indiana British Car Union. Ph: 317/227-7555

16-18
Redman, WA – **Western Washington All British Field Meet** Open to all British Cars On the grounds of Clise Mansion in Kings County's Marymoor Park. Saturday. Concours & participants choice awards. Arnie Taub Ph: 425/644-7874, e-mail ataub@worldnet.att.net

18
Brookline, MA – **British Car Day** Open to all British Cars. Entry fee $15 car, w/o car $5. Boston's Museum of Transportation 9am-2pm. Rande Bellman Ph: 781/643-8736, e-mail rande@thecia.net

24
Minneapolis, MN – **Ellingston Museum Auction**. George O'Bryan Ph: 612/428-7784

24-25
Midland, MI – **Summer Michigan Antique Festival** Auto Show, sales lot, parts, swap meet info: MAF, 2156 Rudy Ct., Midland, MI 48642 Ph: 517/687-9001 (M-F 7:00pm-9:00pm) http://www.miantiquefestival.com

31-1
Belleville, MI – **30th Annual Swap Meet, Car Corral, & Sunday Car Show**. Wayne County Fairgrounds, Belleville Rd & I-94, Exit 190. Sponsored by Ford & Mercury Restorers Club, info hotline: Ph: 248/478-1126

AUGUST

7
Cleveland (Shaker Heights), OH – **British Car Day XIII**. All British cars welcome. Participants choice award, rallye, parts sale, food, vendors, pipers, etc. Shaker Square. Tony Burgess Ph: 614/899-2394, Fax: 614/899-2493, e-mail morrisminr@aol.com

15
Highlands Ranch, CO – **Colorado Scottish Festival** British Car Show Open to all British Cars. Enjoy highland games, pipe & drum bands, highland dancing, vendors, games, etc. Reserve spot now space limited. Glenn Sorensen Ph: 303/220-9742, e-mail tsoren@aol.com

15
London, Ontario Canada – **British Car & Motorcycle Show** Participant's, Best-of-Show & President's Choice Awards. Parts sale. St. George's Society of London. Stu Brownlow Ph: 519/453-0068, e-mail stu.andraye@sympatico.ca

28-29
Hamburg, NY – **Parts-A-Rama '99** Car auction on Sat; Car Show on Sun. Erie County Fairgrounds $4 admission, under 12 free. Dick Manfreda PO Box 569 Hamburg, NY 14075. Ph: 716/648-4045

29
Pebble Beach, CA – **Concours d' Elegance.** The Lodge at Pebble Beach Resorts on the 18th Fairway. Ph: 831/659-0663, Fax: 831/659-1882

SEPTEMBER

1-7
Auburn, IN – **Auction** Kruse Auction Park Kruse Intl Ph: 800/968-4444

11-12
Des Plains, IL – **5th British Car Festival** All British cars welcome. Car rallye. Gifts & prizes for pre-registrants only. $15 by Aug 15, $20 by 9:00 a.m. event day. Oakton Community College 1600 E Golf Rd Rallye info Bill Contrall Ph: 630/969-8496, dinner. Ph: 630/325-1515 office sponsored by British Car Union

12
Sterling Heights, MI – **17th Battle of the Brits**. Michigan's largest display of British vehicles. Concours and parts sale. Each registered car receives. T-shirt and Dash Plaque. Before 9/1, $15, after: $20 Sue Snyder Ph: 810/979-4875

17
Altadena, CA – **DeLorean Poker Rallye, Schmoozing and Dinner** 4:00 pm-whenever at the Breer's 1946 No. Harding Ave, Altadena (above Pasadena) if you're in the area or would like to visit at this time and meet other enthusiasts, contact Mimi/Hank for info Ph: 626/798-6279, Fax: 626/798-9764, e-mail hbreer@ix.netcom.com

18-19
Arvada, CO – **Colorado English Motoring Conclave**. Participant's choice award, Rallye, Open to all British Cars. Brian Serff Ph: 303/750-5746

18-19
Richmond, VA – **British Car Days**. Over 350 cars. Rallye and parts sale. Dennis Urick Ph: 804/527-3934 e-mail: adurickmg@worldnet.att.net

25-26
Atlanta, GA – **1st Annual Great Southeastern DeLorean Cruise** In Stone Mountain Park info dmcjoe@worldnet.att.net

OCTOBER

1-3
Waynesboro, VA – **18th Annual British Car Festival**. Held in conjunction with the Harvest Festival in the beautiful Shenandoah Valley. Michael Brittingham Ph: 540/456-8436 fax: 804/823-5121 e-mail: fmb4p@virginia.edu

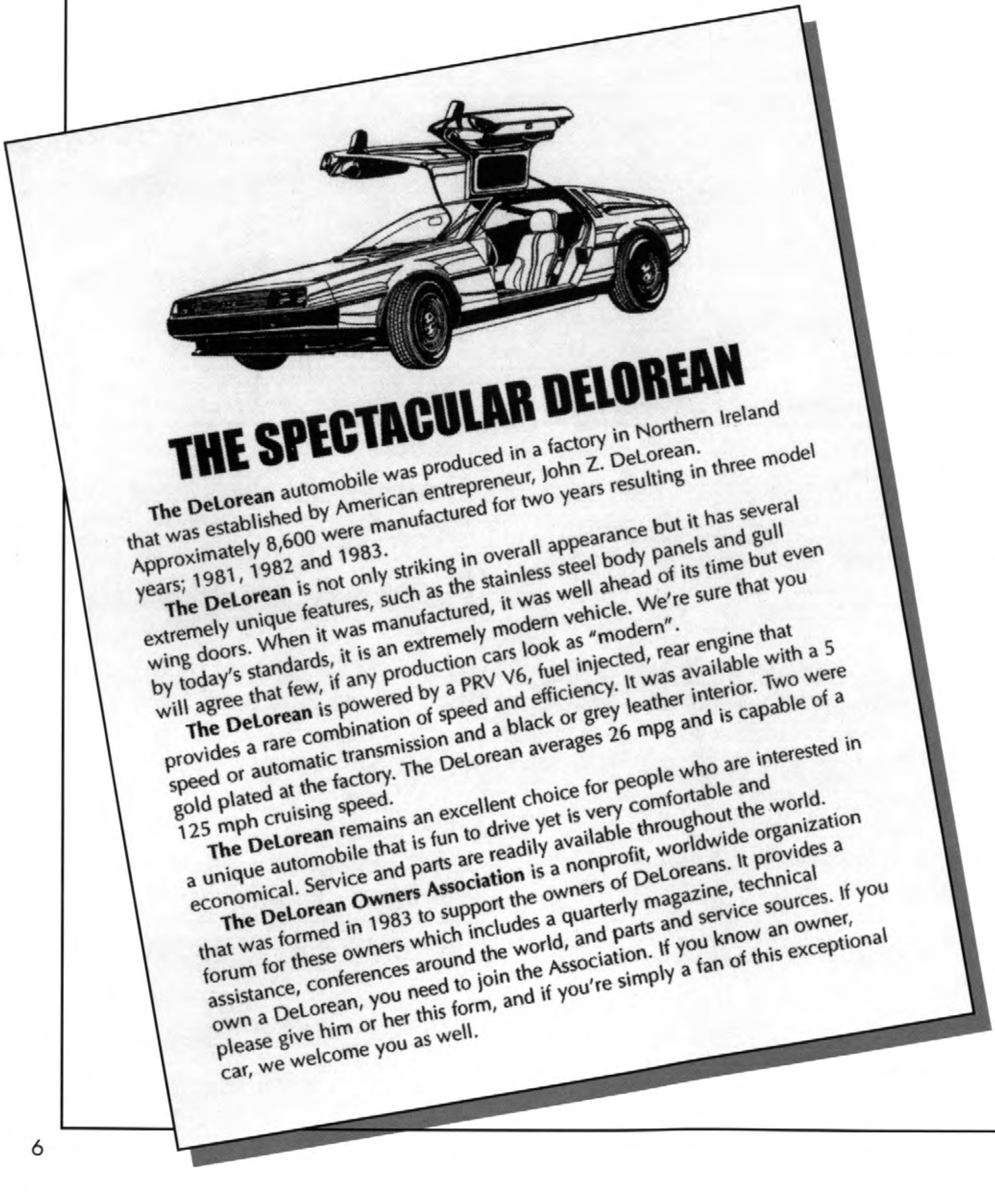
7-10
St. Louis, MO – **DeLorean Owners Assoc. "Octoberfest" Expo '99** at the Regal Riverfront Hotel. Read more in this issue or on our web site http://www.delorean-owners.org

"What is this thing stuffed into my magazine?"

More and more of our members are displaying their DeLoreans in auto shows, Concours d'Elegance and other events that feature a wide variety of different automobiles. Nearly everyone who has shown a well prepared DeLorean quickly finds that it is a major attraction even if its neighbors are the most exotic marques.

This kind of person-to-person publicity educates attendees regarding the positive aspects of our marque and encourages them to investigate it further.

If you are planning to show your car, why not use the enclosed sheet as a master to print handouts for admirers. Please keep in mind that people do not need to be owners to join the Association. It is not unusual for someone to join first, get bit by the DeLorean bug, then buy one.



THE SPECTACULAR DELOREAN

The DeLorean automobile was produced in a factory in Northern Ireland that was established by American entrepreneur, John Z. DeLorean. Approximately 8,600 were manufactured for two years resulting in three model years; 1981, 1982 and 1983.

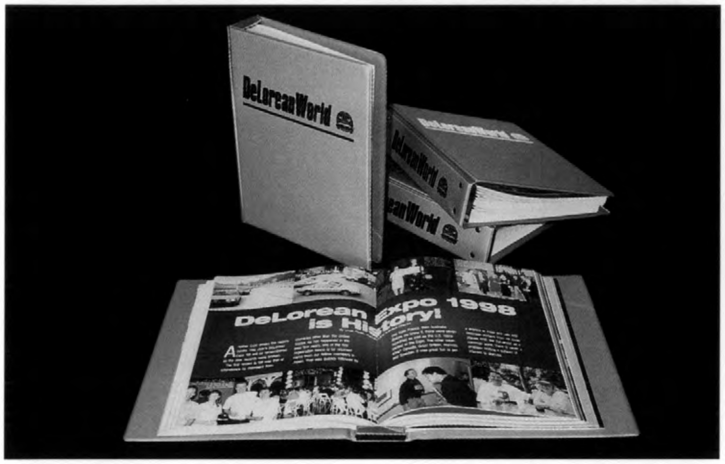
The DeLorean is not only striking in overall appearance but it has several extremely unique features, such as the stainless steel body panels and gull wing doors. When it was manufactured, it was well ahead of its time but even by today's standards, it is an extremely modern vehicle. We're sure that you will agree that few, if any production cars look as "modern".

The DeLorean is powered by a PRV V6, fuel injected, rear engine that provides a rare combination of speed and efficiency. It was available with a 5 speed or automatic transmission and a black or grey leather interior. Two were gold plated at the factory. The DeLorean averages 26 mpg and is capable of a 125 mph cruising speed.

The DeLorean remains an excellent choice for people who are interested in a unique automobile that is fun to drive yet is very comfortable and economical. Service and parts are readily available throughout the world.

The DeLorean Owners Association is a nonprofit, worldwide organization that was formed in 1983 to support the owners of DeLoreans. It provides a forum for these owners which includes a quarterly magazine, technical assistance, conferences around the world, and parts and service sources. If you own a DeLorean, you need to join the Association. If you know an owner, please give him or her this form, and if you're simply a fan of this exceptional car, we welcome you as well.

DELOREAN WORLD SUPER SPECIAL!



For a limited time only, you can get a free one year membership in the Association and save over $300.00 when you order our back issue set!

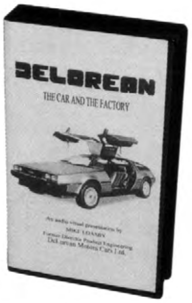
$350 plus $25 shipping

($375 plus $30 shipping for surface delivery overseas)

Here is what this special includes:

- Over 58 back issues of DeLorean World spanning 16 years of history and over 50 technical articles
- 4 silver vinyl binders
- Quick-Find Technical Index
- Tech Notes booklet
- One year membership in the Association

DELOREAN VIDEO PACKAGE


DELOREAN
THE CAR AND THE FACTORY

Back From the Future Video
An outstanding video professionally produced by Robert Lamrock of Ulster TV. A fascinating saga that includes historical footage and TV commercials, early prototypes, interviews with John DeLorean, Steven Spielberg, factory workers and others. 30 minutes. VHS format only

The Car and the Factory Video
Former Director of Product Engineering for the DeLorean Motor Company, Mike Loasby gives us a first hand account of the company and an audio visual presentation that covers the many details involved in the making of DeLorean automobiles. 42 minutes VHS format only

Each video is available for $29.95 each plus $5 shipping **or for $50 for 2** plus $7 shipping

The DeLorean Owners Association **DELOREAN STORE**
1617 Del Valle Avenue, Glendale, CA 91208, Phone/Fax (818) 547-3638
Association members can save 10% on all products by ordering online at our website www.deloreanstore.com

THE DELOREAN INVENTION

By Michael Anthony Stahl, Huntsville, Alabama

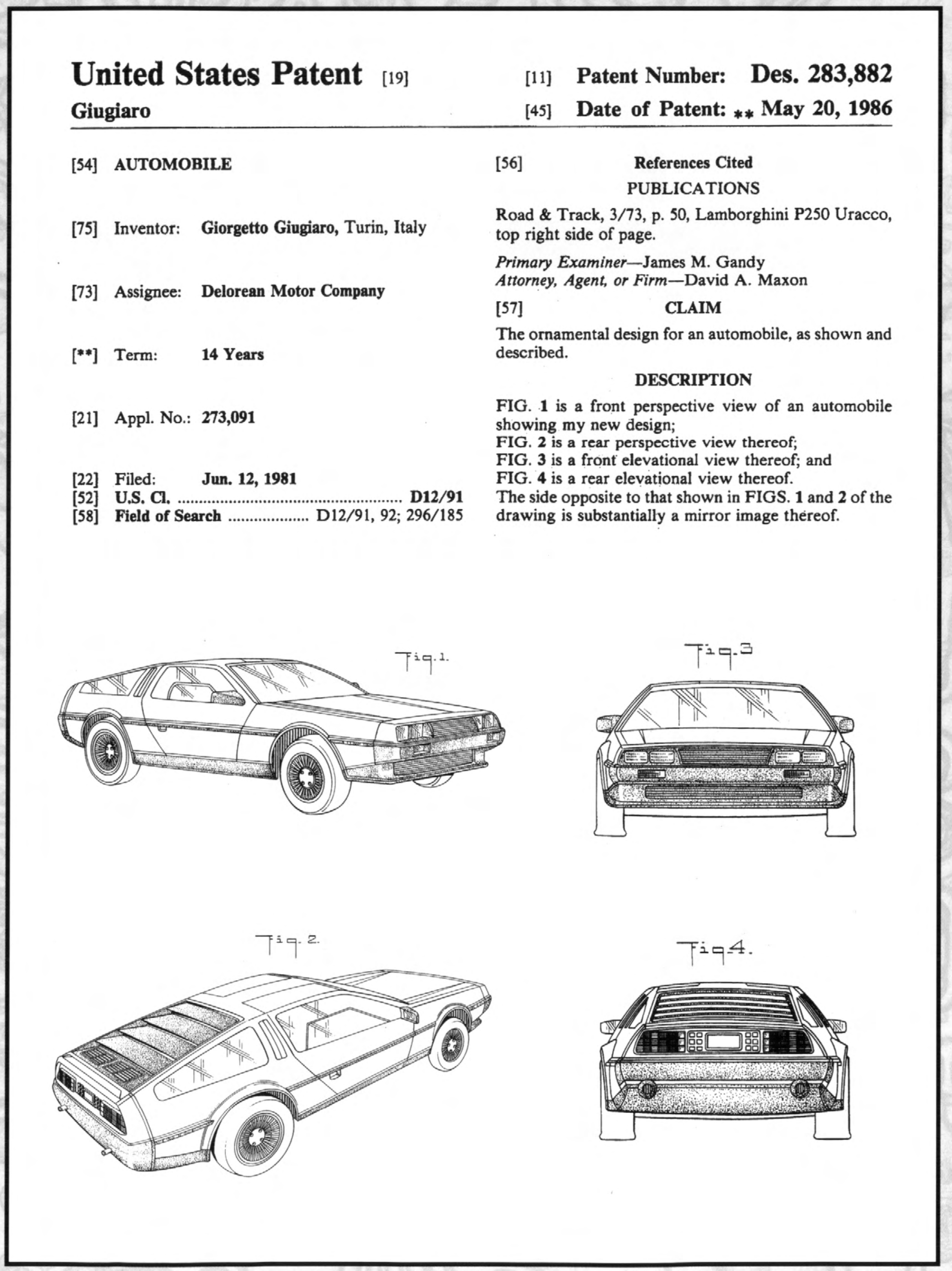
As an inventor, I know one of the first steps to take when filing a patent application is to do a "Patent Search" to check to see if your proposed invention violates any previous patents. During one of my searches, I ran across several interesting patents having to do with the DeLorean sports car, as well as John DeLorean himself.

As you may or may not know, DeLorean has been quite an inventor during his automotive career as well as after. In the well-known Cutty Sark advertisement, the text reminds us that John Z. had 44 automotive patents under his belt when he left GM in 1973. Like many inventors (myself included) he has also produced innovations outside of the mainline of his career. One of his lesser known patents is US#3,904,202 (1975), a type of sports racket with a self-tightening system for the strings that enables equal tension across the field of strings. Whether or not this invention was ever licensed to a sports equipment manufacturer is not disclosed by the original document, but it helps to show that it is possible to produce a useful, viable invention without spending a lifetime in the field of endeavor.

As a DeLorean owner, you might be interested in patent US#4,378,658 (1983). This patent covers those amazing gullwing doors of yours - how they swing up and down when you enter or exit the car. Although the idea of this type of door had been used before by Mercedes and Bricklin, cryogenically-frozen torsion bars doing most of the work are covered in this invention, in conjunction with a vehicle with a plastic underbody. Sound familiar?

Although not invented by DeLorean, Giugiaro's design for the DeLorean sports car is disclosed in US#D283,882. In the name of red tape, the design was filed in June of 1981, but was not actually patented until May of 1986. This was an ironic twist that was a little late for the Company, but useful to DeLorean when he bought back the patent from DMC. He later licensed it to Universal Studios for use in the Back to the Future toys and rides at their theme parks. Now this is an example of a TRULY SUCCESSFUL patent!

I submit this information to encourage some of you dedicated tinkerers out there to try and patent some of those crazy ideas that you have in the middle of the night.



United States Patent [19]
Giugiaro

[11] **Patent Number: Des. 283,882**
[45] **Date of Patent: ** May 20, 1986**

[54] **AUTOMOBILE**

[75] Inventor: **Giorgetto Giugiaro,** Turin, Italy

[73] Assignee: **Delorean Motor Company**

[**] Term: **14 Years**

[21] Appl. No.: **273,091**

[22] Filed: **Jun. 12, 1981**
[52] **U.S. Cl.** **D12/91**
[58] **Field of Search** D12/91, 92; 296/185

[56] **References Cited**

PUBLICATIONS

Road & Track, 3/73, p. 50, Lamborghini P250 Uracco, top right side of page.

Primary Examiner—James M. Gandy
Attorney, Agent, or Firm—David A. Maxon

[57] **CLAIM**

The ornamental design for an automobile, as shown and described.

DESCRIPTION

FIG. **1** is a front perspective view of an automobile showing my new design;
FIG. **2** is a rear perspective view thereof;
FIG. **3** is a front elevational view thereof; and
FIG. **4** is a rear elevational view thereof.
The side opposite to that shown in FIGS. **1** and **2** of the drawing is substantially a mirror image thereof.

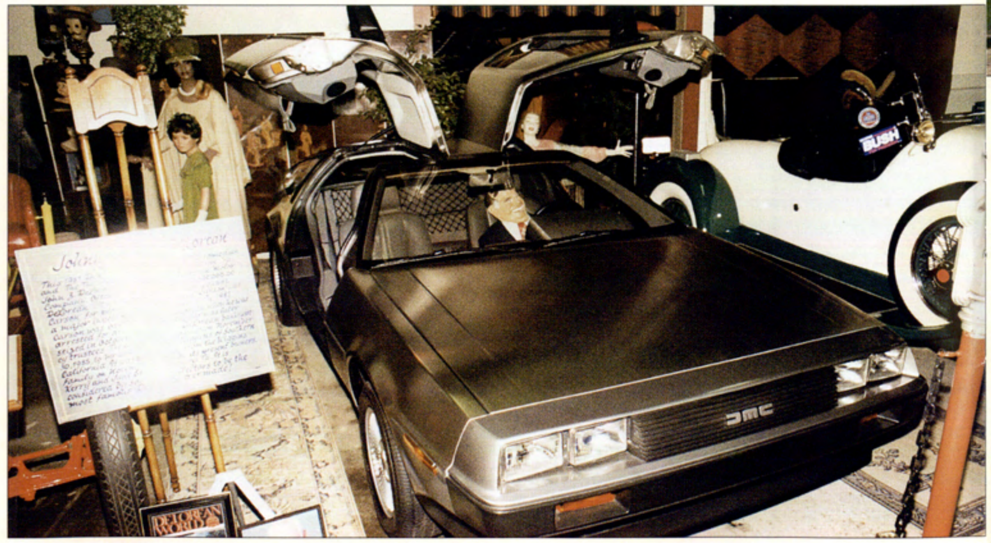
The $500,000 DeLorean

By Gary Pelger
Curator, Canton Classic Car Museum, Canton, Ohio

CANTON CLASSIC
CAR MUSEUM
Shieks and Bathshebas put on your fedoras, throw back your silk scarves, crank up the motor and prepare yourselves for the adventure of the Open R

The "$500,000 DeLorean", the car presented to former Tonight Show host, Johnny Carson in gratitude for his major investment in the company, is presently on display in Canton, Ohio at the Canton Classic Car Museum. Johnny's personal car, a 1981 model, received some notoriety in the fall of 1982 when the late-night host was arrested in the vehicle and charged with driving while intoxicated. In 1985, DeLorean bankruptcy trustees seized the car and later sold it at auction to Larry Wiggins of Southern California. Its present owners, Kerry and June Stark of Sunbury, Pennsylvania purchased the car in 1988 from Mr. Wiggins and in 1995, placed it on long-term loan with the Canton Classic Car Museum. It has become a major drawing card for museum patrons; the odometer now showing just 7315 miles. The VIN is SCEDT26T78D0004523.

Director, Robert Lichty points out that the museum houses about forty other classics including a 1916 Pierce Arrow once owned by aviatrix Amelia Earhart, a comedy movie car driven by Dudley Moore, a custom-bodied 1922 Packard designed to resemble an Amish buggy, and the "Bandit Car" which is a 1937 Studebaker President police car. This six-thousand-pound armor plated vehicle includes gun ports in 1-1/8-inch thick glass windows, an arsenal in the rear seat area, and it rolls on bullet-resistant tires. More than just classic cars, the museum is renowned for its eclectic display of period and automotive-related memorabilia to ensure the experience will be enjoyed by the entire family.


"Johnny at the wheel"

'34 Pierce "Production" Silver Arrow

The Canton Classic Car Museum is housed in the former Monnet & Sacher Ford Garage where, from 1914 through 1926, Model T Fords were actually assembled on a second floor assembly line before being sold from the front corner showroom. It was one of six locations in the United States, besides Michigan, where Model T Fords were built in order to meet the demand. Though as yet undocumented, the museum staff is sure that Henry Ford had to have visited the facility at one time or another. Engineers at the company, in 1917, designed and developed an amphibious vehicle for troop transport in the battlefields of World War I. After two successful prototypes, the war ended and the market for troop transports dried up.

The building remained the Ford Garage through 1929, then housed a variety of businesses serving downtown Canton until around 1970 when purchased by the late Marshall Belden to house his private collection of antique automobiles. A complete restoration of the building and a complement of unusual artifacts provided by Mrs. Belden helped to make the family decide to open the popular attraction to the public in 1978. Since then, constant additions and renovations, a move to non-profit status, and community involvement have all contributed to the success of this museum.

Two popular attractions at the museum are the matched set of 1937 Miller-bodied Packard hearses. One is a V-12, 178-inch wheelbase with hand carved walnut sides. The other, a straight eight, resembles a pickup truck and served as the flower car. Both vehicles have been together since new. They occupy the "cemetery" section of the museum.

The automobile collection on display ranges from a 1907 Renault town car (like the one seen in the film Titanic) to Johnny's '81 DeLorean. The '50's and '60's room features the Richard Petty 1970 Superbird and a '57 Bel Air convertible. The main room contains an immaculate 1931 V-16 Marmon coupe, several Lincolns and Cadillacs, and a '37 Pierce Silver Arrow. A 1957 BMW Isetta is on loan from Cleveland television personality Neil Zurcher, famous for his one-tank-trip road books and reports. Parked beside a life-sized image of Clark Gable is the 1936 Lincoln convertible coupe that the Beldens used on their honeymoon. It is completely restored.

The Canton Classic Car Museum is open 7 days a week, 10:00 am to 5:00 pm. Admission is $5.00 Adults; $3.00 Seniors; $2.50 Students. It is located at Market Avenue and Sixth Street S.W., Canton, Ohio 44702. (330) 455-3603.

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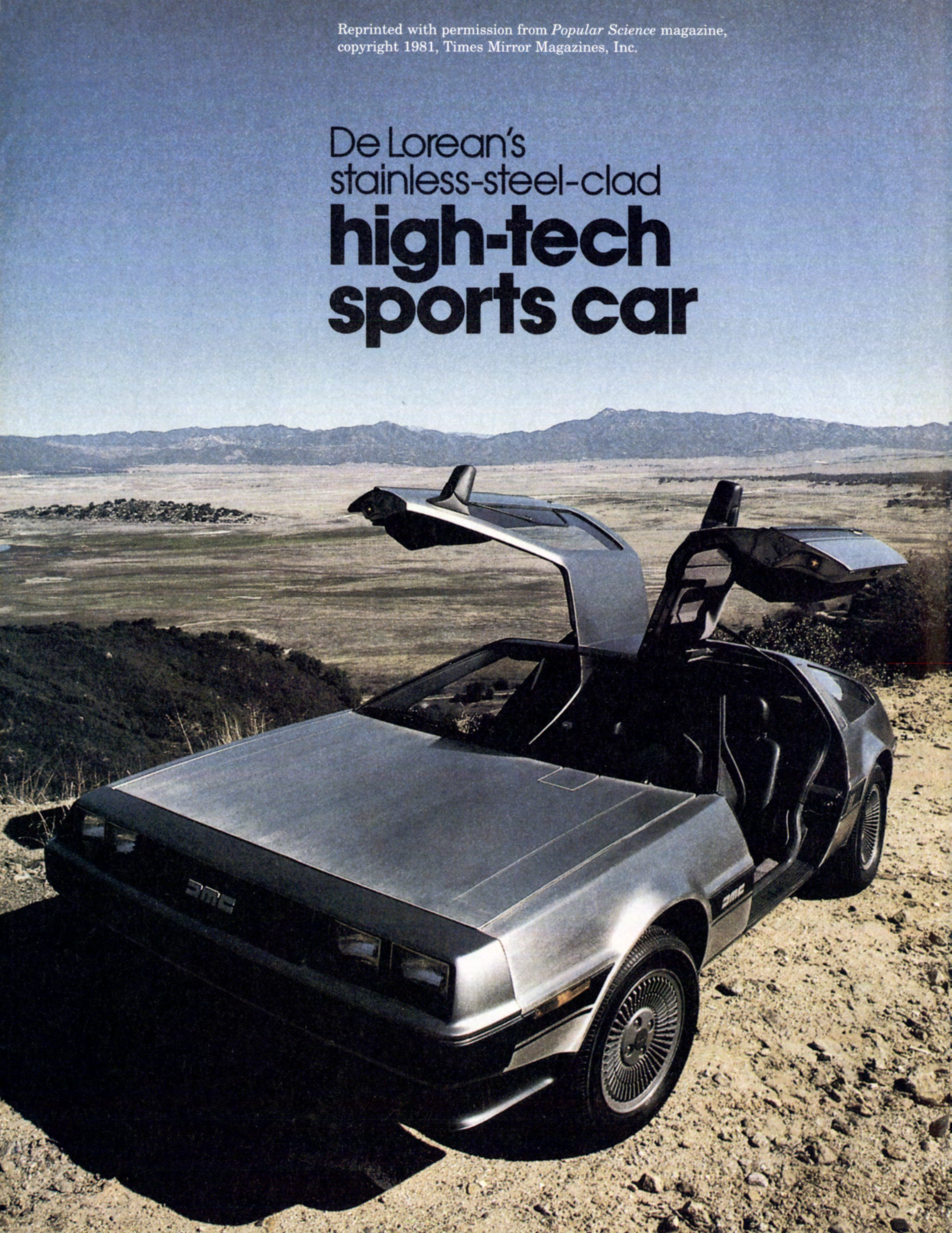
De Lorean's stainless-steel-clad **high-tech sports car**



Under the wolf's clothing lies a safety car for the real world

By ED JACOBS

DUNMURRY, NORTHERN IRELAND

It was quite a sight. Walking out of the assembly building, I was confronted by a sea of gleaming, brushed-stainless-steel shapes: a parking lot full of De Lorean sports cars set under a sparkling blue Northern Ireland sky.

I was on a visit to the De Lorean factory, where I talked to engineers, watched cars being assembled, and had the opportunity to evaluate several early production models on a track and open road. What I found was impressive: ultramodern facilities; newly perfected manufacturing techniques; and well engineered automobiles with exceptional crash and corrosion protection plus the comfort and handling of first-rate sports cars.

Before going further, however, a bit of background might be helpful. The car is the brainchild of John Z. De Lorean. In an industry where wearing other than a conservative suit can get you branded a maverick, De Lorean is a virtual insurrectionist. After turning around both the Pontiac and Chevrolet divisions of General Motors and becoming heir to the firm's presidency, he abruptly quit and went off to start his own car company-something no one in America has done successfully since Walter Chrysler.

After funding was secured from the British government to build an assembly plant in Northern Ireland, things really took off. In less than two and a half years De Lorean created a fully tooled, 700,000 sq. ft. manufacturing complex to produce his car.

When first proposed—in conjunction with the Allstate Insurance Co.—the DeLorean was to be a two-seat safety car capable of protecting its occupants in 50-mph crashes. It was also to be the "ethical sports car," because it was to feature extensive protection against corrosion, good fuel economy, and tenacious handling.

Although highly refined, the car is still basically as proposed. It has a fiberglass body incorporating special crash-protection members, a stainless-steel outer skin, a modern back-bone-type chassis developed in cooperation with Lotus Cars, and an aluminum-alloy V6 engine.

The most important element of the De Lorean is its heavy emphasis on safety. Strategically placed throughout the car (see diagram) are 10 polyurethane-foam "crush structures" designed to progressively soak up collision forces in frontal and side impacts, as well as roll-over crush loadings. The foam itself is remarkably light and can easily be flaked apart with bare hands. But try to crush it and you will find it surprisingly strong.

For added protection, the gas tank is mounted on the car's center line in front, below the spare tire (another crush structure) and between two forward extensions of the frame. The tank is molded from splinter-resistant plastic for even more protection.

The sloping windshield is located well away from driver and passenger, and crushable polyurethane bumpers protect both the car and pedestrians.

Rounding out the major safety highlights are excellent handling, steering response, and braking characteristics—all intended to help you avoid an accident in the first place. Here, a careful balance had to be found between response and twitchiness, says chief engineer Mike Loasby. "Response usually goes with twitchiness, and we didn't want a twitchy car.

One major potential safety deficiency has been repeatedly shouted by critics of the De Lorean. Because it has gull-wing doors, which open up instead of out, they've claimed, you'd be trapped in the car if it should roll over. But as in most cars, the glass in the De Lorean is designed to be kicked out in an emergency. Beyond that, in the inverted position the door and ground form a lever-and-fulcrum arrangement with considerable mechanical advantage. Little effort is needed to push the door open 15 inches or so to escape.

Those doors, incidentally, are counterbalanced and regulated by gas struts and stainless-steel torsion bars given 13 twists while immersed in liquid nitrogen, a process developed by Grumman Aerospace.

Coup de grace for corrosion

Second only to the safety features are the extensive anti-corrosion measures. The fiberglass components of the body understructure won't corrode, of course, nor will the car's brushed-stainless-steel exterior.

The mild-steel chassis is protected from corrosion by hot-dipping it into epoxy powder, which melts and flows uniformly over the entire surface and into compartments. Rear-suspension members are treated the same way, according to Mike Loasby, "because their box shape prevents plating them properly inside and out."

De Lorean's manufacturing technique is particularly interesting. He's using the vacuum-assisted resin-injection process Lotus developed for its limited-production cars, but has reworked it for mass production.

First the fiberglass-wrapped foam crush structures are positioned in the body molds along with the layers of fiberglass for the body shells. Then the molds are clamped together, vacuum is applied, and 160-degree-C resin is injected. Microprocessors control the transfer, heating, mixing, and delivery of the resin. It's rather like computerized cake baking on a grand scale. The various resin formulas are even called "recipes."

Then the upper and lower body halves are bonded together, just like building a huge model car—even down to the familiar styrene odor. Finally the bodies are cured in an oven with three distinct temperature zones prior to precision fettling (trimming) by a 60,000-psi water jet.

The car's engine is a 2.8-liter variation of the aluminum V6 jointly developed by Peugeot, Renault, and Volvo. In its most exotic version, the engine is Renault's 530-hp, turbo-charged 1.5-liter Formula I racing engine. For the De Lorean, the engine has single overhead camshafts and Bosch KJetronic fuel injection. It develops 135 hp and is EPA rated for about 30 mpg highway. Two transmissions are available: a five-speed manual and three-speed automatic.

Tires play an important role in both the design and planned handling of the De Lorean. Two different sizes are used: 195/60HR14 at the front and 235/60HR15 at the rear. That's a bit unusual, but not unique. What is special? Not only were changes made in the car to work well with the tires, but De Lorean had changes made in both the tire's compound and construction to work better with the car.

While in Northern Ireland, I had the opportunity to drive and evaluate five early production cars. Overall they were impressive, although each did have its small imperfections, some of which were common to all. I was assured by spokesman Peter Moore that fixes for most were in the works.

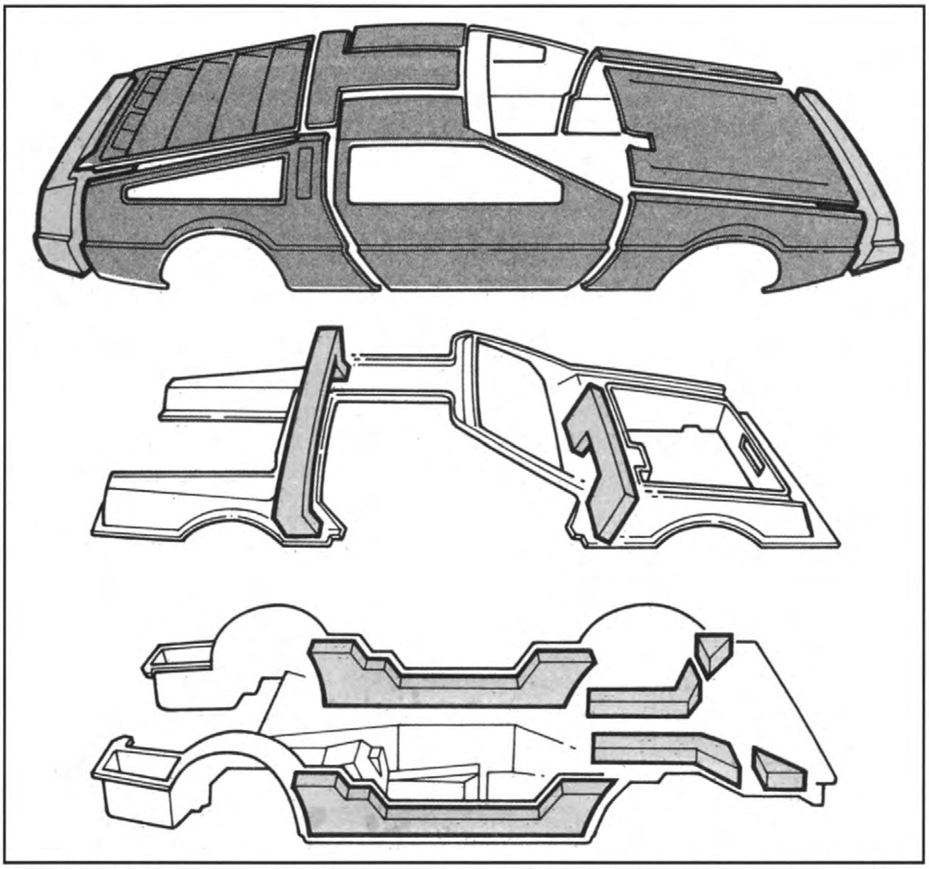
On the road the De Lorean is reassuring, responsive, and enjoyable, but it could get you into trouble—with the law. For an exotic sports car it is neither extremely quick (zero to 60 mph in the nine-second range) nor exceptionally fast (top speed around 125 mph), but it is unusually deceptive about how fast it is traveling. What's more, like a thoroughbred horse, it loves to run, regardless of the type of road. Several times I found myself unintentionally and placidly cruising on the high side of 70 mph, even on narrow, undulating two-lane roads

Continued

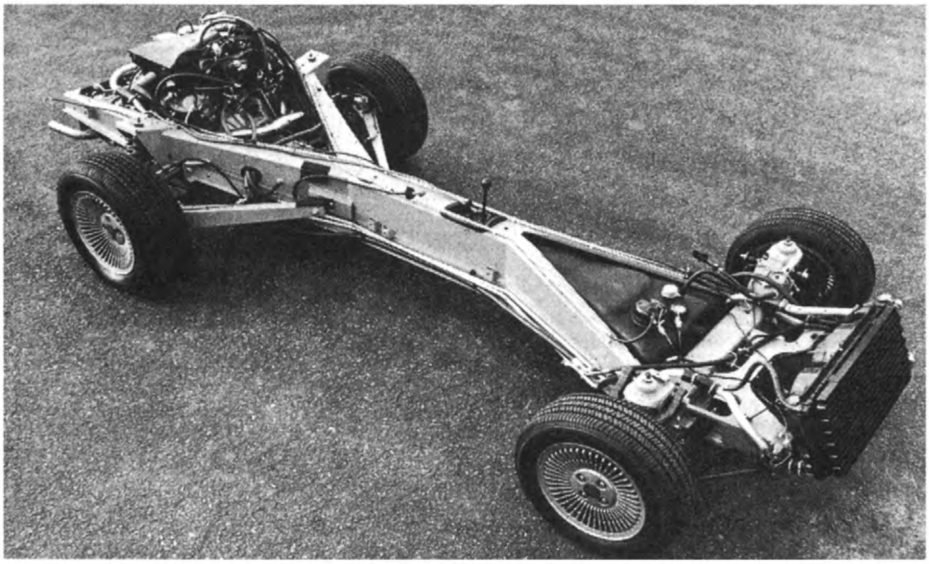
near Giant's: Causeway in County Antrim. I'm not the only one to have experienced that; watch your speed.

Steering response is quick and direct, with no power assist needed. Handling is very good, with tenacious cornering ability. The tail of the car does move to the side slightly during hard cornering (as though the side walls of the rear tires were flexing), but after that the car is rock-solid. Although the tail movement isn't a problem, it might alarm an inexperienced driver. That's not entirely in keeping with the philosophy John De Lorean expressed several times during my visit: "We want the car to be lively, but not intimidating."

The ride is firm but by no means stiff, and I found the car both comfortable and relaxing. The bucket seats (leather) are nicely sculptured and hold you securely during hard cornering. Overhead, rectangular indentations in the door provide additional head clearance.



An exploded view reveals the De Lorean's body construction. Bumpers, window louvers. and stainless-steel panels are at the top; upper and lower halves of the "capsule" below. Areas with foam crush structures are also highlighted.



The backbone-type frame encloses both the drive train (at left) and fuel tank within V-shape extensions of the central spine to provide added crash protection.

The cockpit is well laid out in terms of placement of pedals, shifter, and steering wheel, which telescopes and is adjustable for height. The instrument panel is well equipped, and all gauges (except the top of the oil-pressure gauge) are readily visible.

Now the negative side: Above 65 mph all five cars developed a distinct, high-pitched whistle. The markings for the heater and air-conditioner controls were impossible to read in daylight, even though backlit. The digital clock lies nearly flat on the console, and the bottom half is obscured. Some rocker switches are placed on the console under your elbow and are frequently bumped during shifting. And none of the heaters was especially effective. Overall, though, the cars were still quite good. Things aren't going to be easy sailing from here for De Lorean. For one thing, competition will be tough. The car's prime competitor, the Corvette, will be completely redesigned in just 14 months.

Then there is the sporadic religious strife in Northern Ireland. While the big work force has a great spirit and gets along well, there is no guarantee that the company might not somehow be caught up in the conflict.

The people do see a lighter side to the situation, though. When chief engineer Loasby and I were walking down the production line, he pointed to a steering column and chuckled, "You should have seen the fun we had trying to get some of those through security at Heathrow." With their thick shafts and expanded-metal crush sections, at first glance they'd look like a sack of machine guns!

The De Lorean engineers are looking beyond the problems. A more efficient cylinder head is under consideration. A sportier suspension package will soon be available. In September an optional 280-hp twin-turbocharged engine will go into production. Then, later, there will be a four-seater, currently planned to maintain a strong family resemblance. And construction from advanced composites like graphite-epoxy or Kevlar is a possibility.

Stay tuned, we'll be following those developments, of course, and will have a full test of the De Lorean shortly.

You will be able to buy the De Lorean in this country at the time you read this—for about $25,000.

DeLorean service bulletins

provided by Dick Shipman,
Vice President / Technical Director

DeLorean World has obtained most of the early service bulletins issued by the factory. Many of them reference the VIN numbers to which the subject of the bulletin applies. We will publish this series over several issues believing that this is an important part of the car's history and is also a service to those who are unaware of these factory documents.

service bulletin 53

PROCEDURE FOR CHANGING WIPER MOTOR

ACTION:

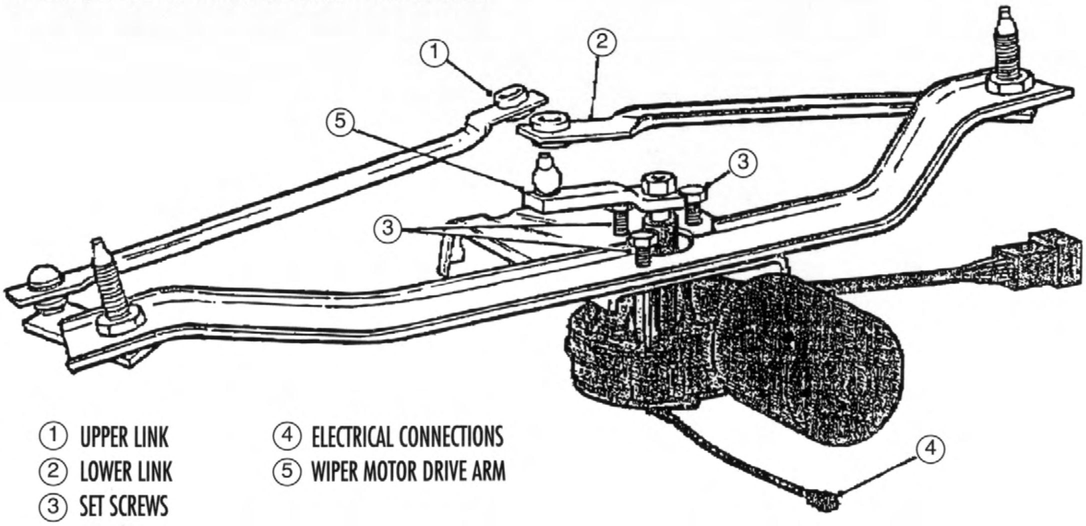
Before commencing removal of wiper motor,
ensure wiper arms are in parked position.

Removing

- Disconnect left hand side flexi ducting between facia vent and left hand side air conditioning unit rigid ducting.
- Remove retaining clamp and left hand side air conditioning unit rigid ducting to pedal box.
- Disconnect upper link from wiper motor drive arm spindle. (1)
- Remove lower link from wiper drive arm by inserting blade of flat screwdriver between drive arm and link and lowering link away from drive arm. (2)
- Do not disconnect link at spindle arm. Rotate wiper motor until the nut retaining the motor drive arm to wiper becomes visible.
- Remove retaining nut and washer using a 1/4" drive rachet and 13mm socket and remove drive arm. (5)
- Remove (3) set screws retaining the wiper motor to support bracket and disconnect electrical connection and remove motor (3 and 4).

Refitting

- Fit wiper motor to support bracket and secure in position with set screws and tighten.
- Reconnect electrical leads (4).
- Run wiper motor and switch off at wiper stalk to ensure motor is in parked position.
- Refit wiper motor drive arm to wiper motor and position retaining nut and washer to spindle and finger tighten.
- Rotate drive arm until spindle is in line with hole in lower link and tighten nut.
- Engage drive arm spindle to bushed hole in lower portion of spindle and press firmly to secure in position.
- Refit rigid duct and retaining clamp.
- Refit flexi ducting to rigid duct and L.H. facia vent.



① UPPER LINK
② LOWER LINK
③ SET SCREWS
④ ELECTRICAL CONNECTIONS
⑤ WIPER MOTOR DRIVE ARM

FORWARD to the PAST

PART 1

By Rodger Vannatter, Catlettsburg, Kentucky

My parents taught me to believe that dreams can come true provided you work like hell while you wait. For 45 years, I have worked like hell while I waited. Dreams do come true, one was 18 years old and one was 40 years old.

I saw a Delorean at a car auction in Pennsylvania while accompanying a friend of mine, who is a car dealer, on a buying trip. I became aware of it coming across the selling line and I thought, "I want that car," I have always wanted that car. I had dreamed of having a Delorean in 1980 when the American Express Company sent out flyers offering them for sale on the American Express Card. (It was impossible at that time.) I, of course, thought it was impossible now, until the car appeared. Matter of fact, I had not even thought about owning a Delorean again except when I saw "Back to the Future I" and "Return to Back to the Future." But, those thoughts never remained long with me. Thinking that a Delorean was one of the most expensive, out-of-production cars in the world, I listened to the bidding and realized the bids were putting the car within my reach. I wanted to yell out and bid! I could not bid and my friend who could have bid for me was in another lane buying himself an NSX. To me, it made no sense to buy an NSX when a beautiful Delorean was there and available. What could he be thinking, I thought to myself? The DeLorean sold for well under $8000.00 and that made me sick.

Upon leaving the auction, as if to taunt me, there sat the Delorean, directly in my path, as if to say, "I would rather you took me home!" Taking a few moments, I looked it over and briefly enjoyed the fantasy of being the owner. On a whim, I left my card on the dash stating that if the buyer wanted to sell it to please call me (of course what dealer did not want to make a sale?) I was hoping that the buyer was a dealer and not a collector and that a phone call would soon come making dream #1 come true.

Several weeks passed. I had resigned myself that indeed a collector had bought the car and it was not in the stars for me to have it. I rationalized that it was good not to receive the call because I could not afford another car, anyway. Especially not one I would only be driving occasionally. I resigned myself to not owning a Delorean and that life would continue without the toy I thought I so desperately needed. Over the years, I have learned that dreams are important, both fulfilled and unfulfilled. You need both to make life worthwhile.

But, the Fates smiled. One day the phone rang, "Are you the person who left the card on the Delorean, wanting to buy it?" The voice asked. Surprised and trying to act calm, "I sure am," I replied.

He asked if I was a dealer, of course I told him I wasn't. Knowing he was wondering how and why I was at the auction, I quickly explained that my friend was a dealer and that I was there to assist him.

I knew his purchase price and since he had replaced a broken door handle, gone over the car, tuning and cleaning? etc....(I was to believe-Ha). He said that he would let me have the car at his purchase price and an additional $1000.00 to cover his expenses. (And I figured that included, at least, several hundred dollars in profit.)

I did not care. I had the Big D fever and fortunately could wangle the money to do it. "I will be up to look at the car and will probably take it, provided it is in good shape and drives well," I told him. He agreed to hold it and proceeded to tell me that if I took it, he would make arrangements to ship the car to me from New Jersey. "No," I said, "I plan to drive it home." He finally said, "Well, OK, if that is what you want to do!" Later, I would come to understand the strange tone in his voice. A Delorean enthusiast commented that the most distance he was aware of an unproven DeLorean traveling was 30 miles after purchase.

I had my cashier's check for the DeLorean and my wallet but in my rush to get to the airport, I had forgotten to retrieve my cash from the top of the dresser. My wife, who had driven me to the airport, had only $12.00 so that was all I ended up with. She and I had discussed how I could sustain the trip with credit cards, so rather than lose my free-flight window with the corporate jet, I embarked on my "Great Delorean Adventure"!

I went by plane, train and automobile (literally) to pursue my dream of owning a Delorean. Bumming a ride on a corporate jet from my home in Kentucky to Washington DC, taking a bus from Dulles Airport to Union Train station and completing the trip by train to New Jersey.

A train from DC to New Jersey should not have been taken late at night. The lack of planning was rearing its ugly head. As with most small cities with old train stations, I found myself in a part of town that made me feel very uncomfortable. Except for the police officer on duty, it appeared that he and I were the only ones not looking for a fast buck. I did not want to stay here but a cab driver told me the cab fare to the nearest safe and minimally clean hotel or motel was $40.00. Feeling trapped, I began to desperately seek other options of escaping the present snake pit. I talked with the police officer to see if the driver was running a scam game on me. He assured me that $40.00 was the going price to get out of that part of town and advised me to take it because the station was going to close after the next train departed which was to occur in about10 minutes. This would leave me stranded outside on the street and I had not dressed for the bitter cold nor was I prepared for the grim reality of becoming the next street victim in that town. The police officer pointed out the likely possibility of the many things that could befall me. Confirmations of all the thoughts in my mind were not really necessary. Fortunately, he asked me where I was trying to go and thank goodness, I had been given the wrong information. The last train, leaving in 5 minutes, would get me to my final destination and into a safe area. With his assistance, he showed me how to use $10.00 of my $12.00 to purchase a machine ticket for the train. I thanked him. He told me to run. I did and found myself on a train that looked like it was bound for the "Outer Limits." The passengers appeared to be the same ones I was attempting to escape. Fortunately my attire was Levi's, turtleneck, and sweater and as I have worn for 40+ years, a navy socks cap. I realized that I fit the uniform code of dress required in this threatening society and began to assert myself with the confidence that signaled I was no one to confront. I hoped!

After a forty-minute train ride, I arrived at my final

continued on page 28

LIKE NEW...BUT IT NEEDED WORK

BY LAWRENCE MCDONALD, MIAMISBURG, OHIO

Editor's Note

This article is well worth reviewing if you have stored your car for an extended period of time. However, some of the suggestions alter the stock condition of the car and we have not tested all of the technical work so the Association cannot endorse these procedures.

After owning my 1983 Delorean for about 16 years, it has 453 miles on it. I have enjoyed owning the car, even though I haven't driven it much. However I have decided that I am going to make it my primary vehicle. The remainder of this article will cover some history of the car and how I am preparing it for its future.

I have been interested in Delorean automobiles from the time John Delorean left GM and announced his plans. I particularly like the doors and stainless steel.

I bought my Delorean new from Consolidated International in Columbus, Ohio in May of 1983. I also purchased the shop manual from them at the same time. I chose a gray interior and 5-speed transmission. During the purchasing process, I was shown an area in the back of the building where a lot of Delorean documentation was on pallets and was told I could have what I wanted. I have the prospectus for the original stock offering of the Delorean Motor Company, several advertising items and uncut sheets that were to be used for making additional booklets.

In some of my Delorean material was an advertisement from Ed Bernstein. He was selling 6 Delorean manuals, so I called Ed and discussed the manuals with him. As a result of the conversation, I ordered the entire set. I have found them very useful.

Shortly after I bought my car, I received a complimentary issue of Delorean World. I joined the Delorean Owners Association but I was a member for only one year. I let my membership expire, as there was local Delorean activity, and at that time, the Association seemed mostly focused on the west coast.

I drove my DeLorean enough to know that I really did like it and that it was a good one. Then I put it in storage.

My Delorean has been kept in a garage and under cover. However, I start the engine about once a month and let it run approximately 30 minutes. That is usually enough time for the radiator cooling fans to go through 2 or 3 on/off cycles. This gets the engine warm enough to keep moisture low, the oil clean and the battery charged. I drive it out of the garage and back in to get the tires in a different position. The rubber, plastic and interior have been cared for on a regular basis with Armorall, Mink Oil, etc.

Even though the car still has the new smell, I felt that there were things that should be done before it was put into full time service. Before proceeding with the project, I wanted to research what problem areas other people had experienced with the Delorean.

I began my research by searching the Internet. Among many sites, I was surprised and pleased to find the Association site. I recognized several names from my previous membership and I was amazed that the Association had survived, so I purchased the full set of Delorean World magazines. These, along with the Technical Index, provided exactly what I was looking for.

I was pleased to see vendors advertising new parts for most Delorean repair needs. I have purchased several parts and have been well satisfied with all of them.

Based on my research, it appeared that the Delorean has about the same failures as any other car with additional quirks in the electrical and fuel areas.

Things that I have done to date:

- Replaced both door struts. The left door had gotten to the point it would only stay open about halfway. The right door was sagging about eight inches. The new struts gave the doors like-new operation. I don't think I will adjust the torsion bars yet.
- Replaced the louvre struts. The louvre was not reliable. It would come down sometimes. This started after we had extremely cold weather -20 degrees. That is also when the doors first started sagging. The new struts solved the problem.
- Replaced the right tail light assembly. I did this because I didn't think the color of the original looked the way it should. I am satisfied with the new one.

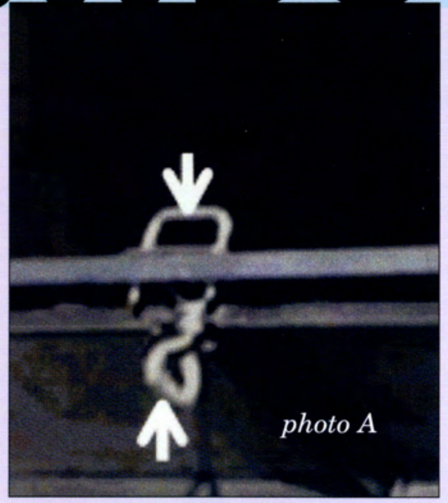


photo A

- Installed a longer alternator belt. I was not having any problem, however it seems that many people have had alternator failures due to exhaust heat. One of the Delorean World articles recommended a longer belt to move the alternator away from the manifold. I used a Kelly Springfield belt number 15505. It fits the pulleys well and leaves a little space for adjustment.
- Installed a relay update kit. I have not had any electrical problems, however it seems that many people have. I don't have to have the experience of those problems to recognize the benefits of the relay update kit.
- Disassembled and lubricated the heating/cooling vacuum switch. This switch had gotten very stiff and I could hear a slight vacuum leak at times. I had already made this repair when I read the article in Delorean World on how to do it. I had done almost the exact procedure described except I used silicone grease. I think if I had it to do again I would disconnect one of the vacuum hoses at the vacuum actuator and spray silicone lubricant into the hose. The vacuum would draw the lubricant to the switch.
- Checked and tightened all cooling system hoses. I have never had a fluid leak with this car. But, I expected the hoses to be hard, soft, checked, cracked or otherwise deteriorated. I found the hoses to be in good condition, however, some of the clamps needed tightening. I still have some apprehension and will keep a close eye on the hoses. I may replace them anyway for peace of mind.

photo B

- Charged the air conditioning system. This is the third time I have added Freon 12 to the system. I don't think that is serious because it has been less than 1 pound each time. I think I will switch to f-304 if things do get serious.
- Checked all fuel hoses. I expected to find major deterioration to some of these hoses. All are in excellent condition except the ones that connect the fuel pump. The outside rubber is cracked. Evidently the inside isn't very bad yet because the hoses are not leaking. They will be replaced before full time use of the car.
- Checked the brake lines and hoses. Everything is in good condition here.
- Lubricated the speedometer drive gear. I disconnected the lower speedometer cable at the Lambda counter and put graphite and 30 weight oil in it. I think this will work all the way down to the drive mechanism. I am going to put a grease fitting on the drive mechanism as described in a Delorean World article.
- Checked the PH and specific gravity of the antifreeze. I have changed antifreeze one time in this car. I check the PH often, as long as it has a neutral reading of 7 and a specific gravity to protect to -25 degree, I feel it is good. However it has been a long time and I might change it as a matter of principle.

I have made 2 other changes to correct nuisance or aggravation problems. I have talked with other Delorean owners that have experienced these problems, so I was surprised that they were not covered in Delorean World yet.

- Installed heat shrink tubing on the engine compartment and louvre latches. When I test-drove a Delorean the first time, I noticed a rattle from the back. The salesman commented that they all did that and it could not be entirely eliminated. The way I quieted mine was to put heat shrink tubing on the striker *(the thing the top arrow points to in photo A)* and the support buffer (the thing the bottom arrow points to). Both are located on the engine compartment cover. Heat shrink tubing is available from many hardware and most electrical suppliers. Buy tubing slightly larger diameter than the striker. Cut it to the length of the striker. Remove the striker and slip the tubing over the area the latch contacts. Put the striker in a vice then heat the tubing with a match, soldering iron or anything hot. This will cause the tubing to shrink and become very tight on the striker. The idea is to heat, not burn the tubing, so be careful. After the tubing is shrunk into place, both components need to be adjusted. The adjustment areas are easy to see. The procedure is, work with it until it works right. After a few days when the parts are fully seated to each other a final adjustment will be needed. There are probably a lot of ways to fix this problem. However this fix is fairly easy, works well and is permanent.
- Installed 3 screws in the door molding at each doorsill. Even though the moldings have a good metal gripper and adhesive they seem to usually be partially off. To fix this, I drilled three 1/8th inch holes through the molding and the body it attaches to. I then installed Black sheet metal screws. *(see photo B)* This has worked well for my limited use of the car. If I have problems when it has full time use, I will fabricate an aluminum threshold from a standard hardware store threshold. I will attach it using the existing holes. I will replace the sheet metal screws with countersunk bolts.

There are two other things I plan to do prior to full time operation.

- Install a heat shield in front of the gas tank. I believe that if one of these had been original equipment on the car, I would not have the gas line problem at the fuel pump. I noticed an advertisement in Delorean World for a vendor that has the heat shield I need.
- Install an adjustable clutch link. I am not having any clutch problems. My car being a 1983, it has the steel braided clutch hose, however I think all models had the soft clutch links. In this case, I prefer to prevent the problem by changing the link now. There is also an advertisement in Delorean World for this part.

I have probably missed something. I hope I find and resolve it quickly. I am looking forward to many trouble free miles of fun.

DELOREAN GETAWAYS

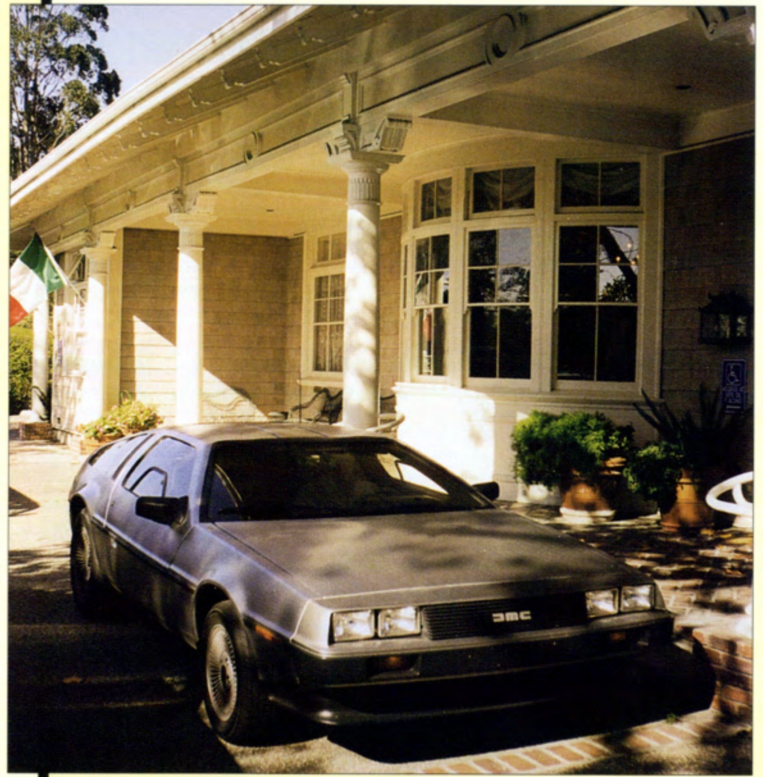
There's only one thing better than getting away for a weekend, and that's getting away for a weekend in your DeLorean.

If there is a great getaway that you particularly like, write an article about it for other members to enjoy. Today, people are so busy that many of them can only take a weekend off.

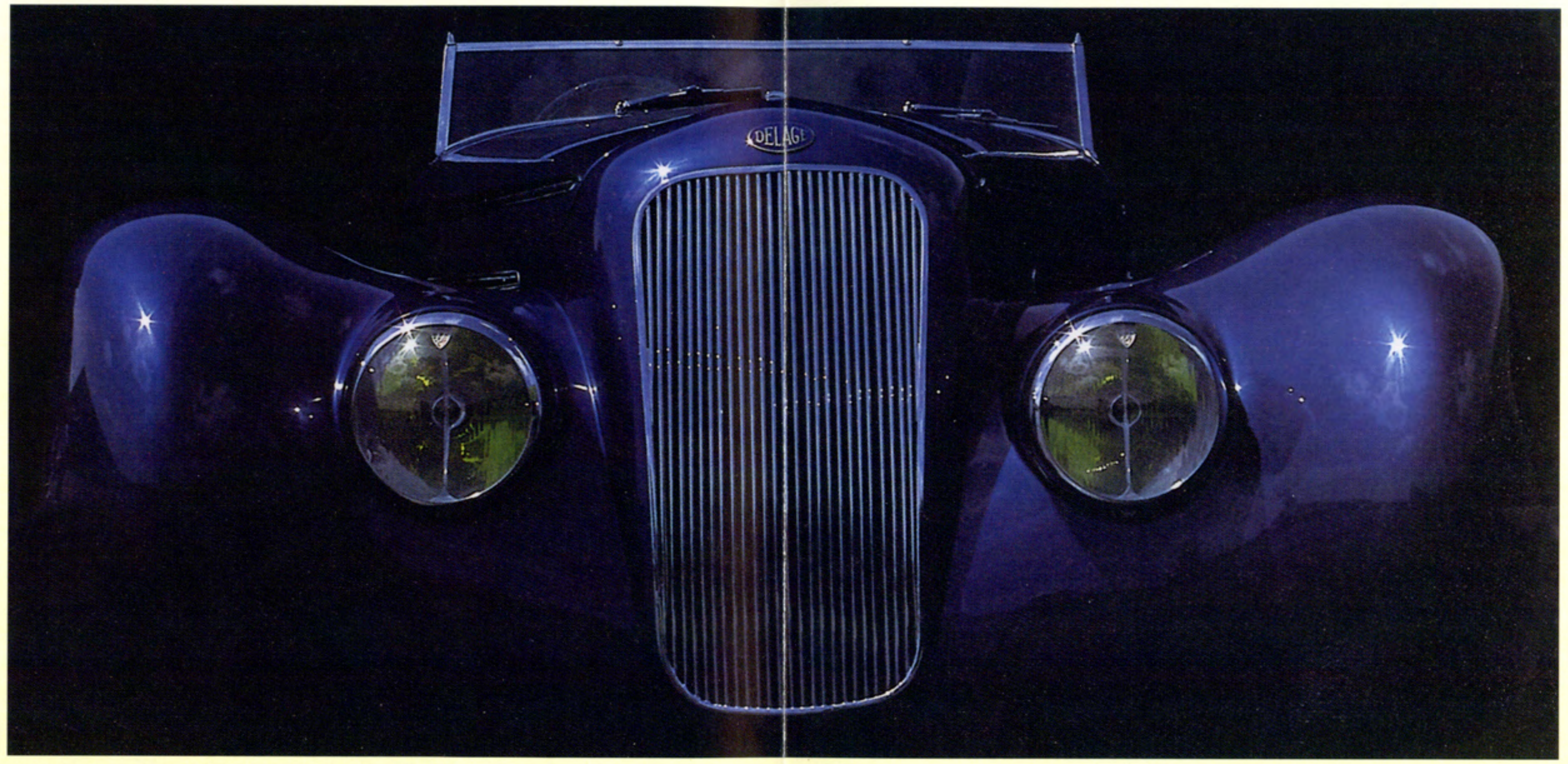
This tends to mob the popular resorts on Fridays, Saturdays and Sundays. Therefore, we would appreciate articles about unique, yet DeLorean-accessible destinations that many people may not know about. (Make sure you include photos of your DeLorean at points of interest.)

If we choose your article, we'll send you $100.00 to put towards your next getaway.

SoCal Meets NoCal, but not Low Cal(orie)



Arrival: The Inn at Depot Hill



1939 DeLage D.S. 120 Convertible, Blackhawk Automotive Museum

Cable Car to Shadow Creek Restaurant

By Mimi Breer, Altadena, California

This trip had two goals; a visit to my parents in the center of the Silicon Valley in California and to attend a Northern California DeLorean Club event at the Blackhawk Museum in Danville, California inland about 45 minutes. A special treat along the way was a night at the "Inn at Depot Hill" in Capitola-by-the-Sea and dinner at the Shadow Brook restaurant, both only a few minutes off Highway 1 between Monterey and Santa Cruz.

We arrived at the Inn at Depot Hill in the late afternoon. Immediately after crossing the railroad tracks, we made a quick left-hand turn and entered through the iron gates. We thought, "Oops! Right beside the tracks? How many trains go by during the day and any at night?" Since our room was on the trackside of the Inn, we soon found out we had little to worry about since only one train per day goes by and at a very friendly hour.

When you ring the bell to gain entry into the elegant living room, you are ushered through the dining room to an unobtrusive doorway that encloses a check-in office. We were then given a quick tour of the public areas and shown to our room - a tri-level suite. We had the entire left front of the house! King size feather bed, fireplace, TV & VCR, a loft-ish area with a built-in twin bed designed to look like a train sleeper complete with Trompe L'Oeil view. Another Trompe L'Oeil was so convincing that as we entered on the mid-level, I actually thought there was a dog in our room, relaxing on a satin pillow in what appeared to be a large library. This level also had a marble bath complete with plush robes an and oversized glass shower.

The evening wine and hors d'oeuvre sideboard was incredible. Who really needs dinner, with all the hot and cold nibbles, wine and champagne? But we had reservations at Shadow Brook so we just sampled sparingly.

Shadow Brook has been named the most unique and romantic restaurant in the west. It was originally a log cabin, and modifications over the years have made it into a multi-level restaurant that cascades down a hill to Soquel Creek just like the lush garden hillside above that cascades down to it with waterfalls, ferns, and blossoms.

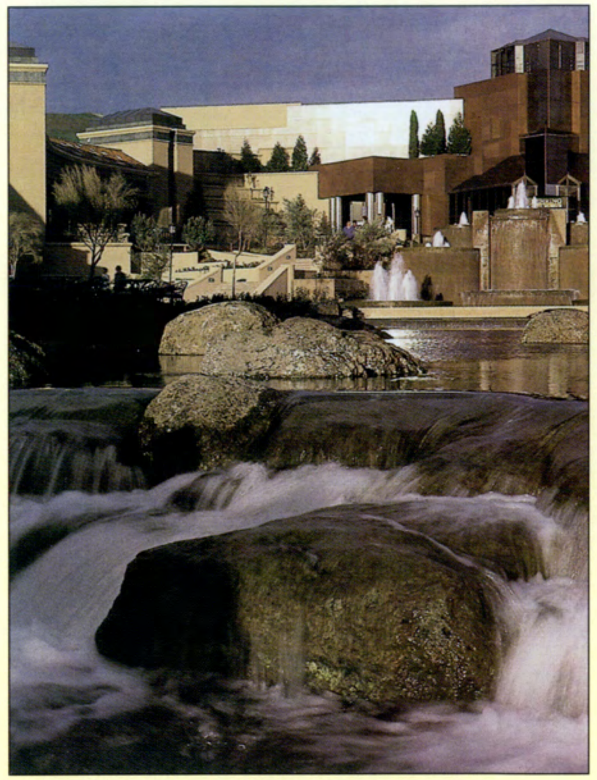
You can choose to walk down or if you're not inclined to manage a mixture of ramps and stairs, you can take the 4 passenger funicular/cable car down and up. There are at least six dining areas and a bar. In warm weather, two outdoor deck/patio areas overhanging the creek area also used.

Being seated anywhere, from the main dining

continued on page 22

room down to the original fireplace room, even along the stairs between levels, is an experience. You can expect fine food and wines surrounded with Old World charm and grace. The service is impeccable and the staff is willing to fulfill your every wish, even if it means serving a signature dish without its wonderful sauce. (I'm sorry, I'm a purest where food is involved, so I ordered my swordfish grilled only in butter.) It was done perfectly as were my 'butter only' baked potato, steamed - but still firm - vegetables, and the baby spinach salad with candied pecans, mushrooms, and sherry vinaigrette. As for the frozen lemon soufflé, which was all I felt I could fit in, I can't say enough.

When we returned to the Inn, I realized I could have done without the lemon soufflé since the Inn had an assortment of desserts along with sherry, port, champagne, tea and coffee. We did have to try a few as we picked out a video from their huge library, all coded by type (i.e. comedy, drama, etc.). I really think they bought out a rental store, because they seem to have one of everything. And since we passed through the dining room on the way to our suite, I grabbed a few more goodies to take up with me for later. Then we turned on the gas fireplace, popped in a video and curled up on the king bed, sipping sherry, watching the fire and video, and just relaxing.



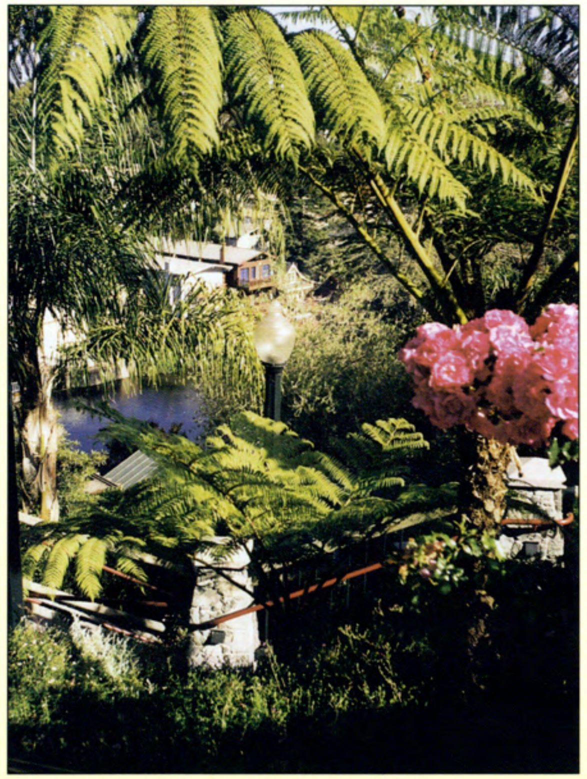
Blackhawk Automotive Museum

Bedroom & bath at The Inn at Depot Hill

Saturday morning we were treated to a gourmet breakfast. There were four juices, coffee, tea, fruit, Danish rolls, granola, etc. on the sideboard, as well as a daily hot entrée which was served at our table. Ours was a wonderful light vegetable quiche.

Soon, it was time to check out and explore the town before heading off to my parents. West of the inn and down a few blocks is the city of Capitola-by-the-Sea. It is a quaint, Mediterranean-ish seaside resort with 20 or so restaurants, boutique shops, antique stores, art galleries, a fishing pier with restaurant and even a small theater. Most of the restaurants are on the street bordering the beach. This is a lovely, romantic town that invites leisurely strolling.

We finally pulled ourselves away - after all, we did have to make dinner at my parents. We had a choice to make, take Highway 17 at Santa Cruz or take Highway 9, a longer, slower paced, 2-lane road that parallels Highway 17. Highway 17 is the major commuter road from Santa Cruz to San Jose, the gateway to the Silicon Valley, and is highly traveled by speed demons who don't seem to concern themselves with downhill sharp curves verses slow logging and other trucks. We chose Highway 9. It was a wonderful scenic drive through redwoods, dappled light, quaint towns, and wineries then we came out in Los Gatos just like we would have with 17, but relaxed and alive. Not that the DeLorean couldn't handle Highway 17, but it's really hard on me - the nervous passenger - trying to enjoy the lovely scenic mountain greenery. Since the ocean is nearby and the fog rolls in almost nightly, it's always green.



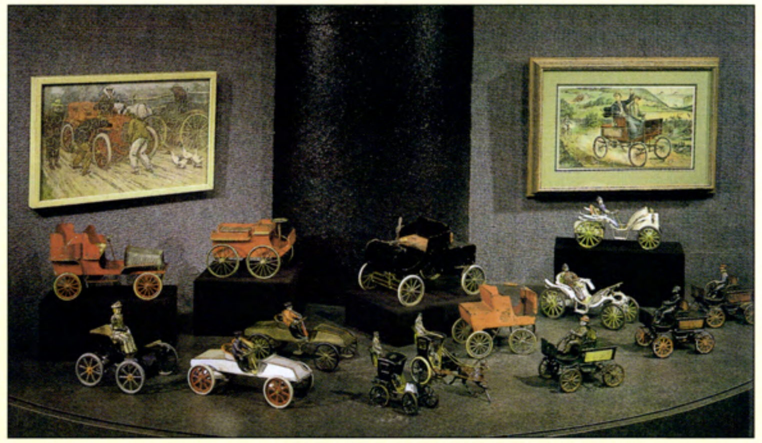
Beginning the walk down to Shadow Brook

We pressed on to my parent's home. They live in Sunnyvale, approximately 1 hour below San Francisco. The cheery guest room and bath were waiting for us in this "B&B", where one helps themselves to whatever they need. We spent an enjoyable evening catching up and then to bed early as we had to leave by 8:00 am. We were to drive east across the foot of San Francisco Bay to meet Ken Montgomery and members of the Northern California DeLorean Club.

We met at Denny's, just off Interstate 680, for breakfast. I got to put faces with names I'd only seen on the Internet or on reservation lists for an Expo. (When you are on the Board, you often work more than schmooze and you don't have much time to sort out who everyone is; or maybe turning 50 made me loose my memory - now where was I?) After their mini breakfast meeting, we re-grouped in the parking lot to talk and take pictures before proceeding across the freeway and then caravaning to the Blackhawk Automotive Museum for a guided tour.

That day, a Corvette club was also touring the Blackhawk. Thanks to James Cooper of the Northern California DeLorean Club, who had made the arrangements for our visit and tour, we were parked in the circle directly in front of the museum entrance, while the Corvette club had to use the parking lot!

The museum is the anchor for a beautiful upscale mall with waterfalls, lagoon and a river meandering through it. The Blackhawk is a 100,000 square foot, multi-level glass and granite masterpiece. Architecturally, it blends marble, ruby, pink, and black granite, brushed stainless steel and copper-hued glass. The inside houses 2 automotive galleries, an automotive art wing, automotive library and gift shop. The car museum has charcoal walls, black ceiling, highly polished granite floors, and theatrical lighting throughout. This makes all the displays sparkle and gleam with cars even reflecting in the floor. Some cars are elevated on gray carpeted stages to set them apart. Impressive is hardly a good word. It takes your breath away.



Antique toy collection, Blackhawk Automotive Museum

Now, being a woman, I'm not supposed to love cars, but I only spent 5 minutes in the gift shop and never set foot in any of the mall stores outside at all. I just couldn't get enough of this Deco building and the cars. I never even got to see the 27,000 square foot art museum wing.

At the Blackhawk, automotive enthusiasts are

continued on page 24

The Inn at Depot Hill
250 Monterey Avenue
Capitola-By-The-Sea,
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800/572-2632 FAX: 408/462-3697
www.innatdepothill.com
rooms. $165-210 suites. $195-250
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All w/fireplaces

Shadow Brook Restaurant
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Entrée's $11-22
Casual dressy

Blackhawk Automotive Museum
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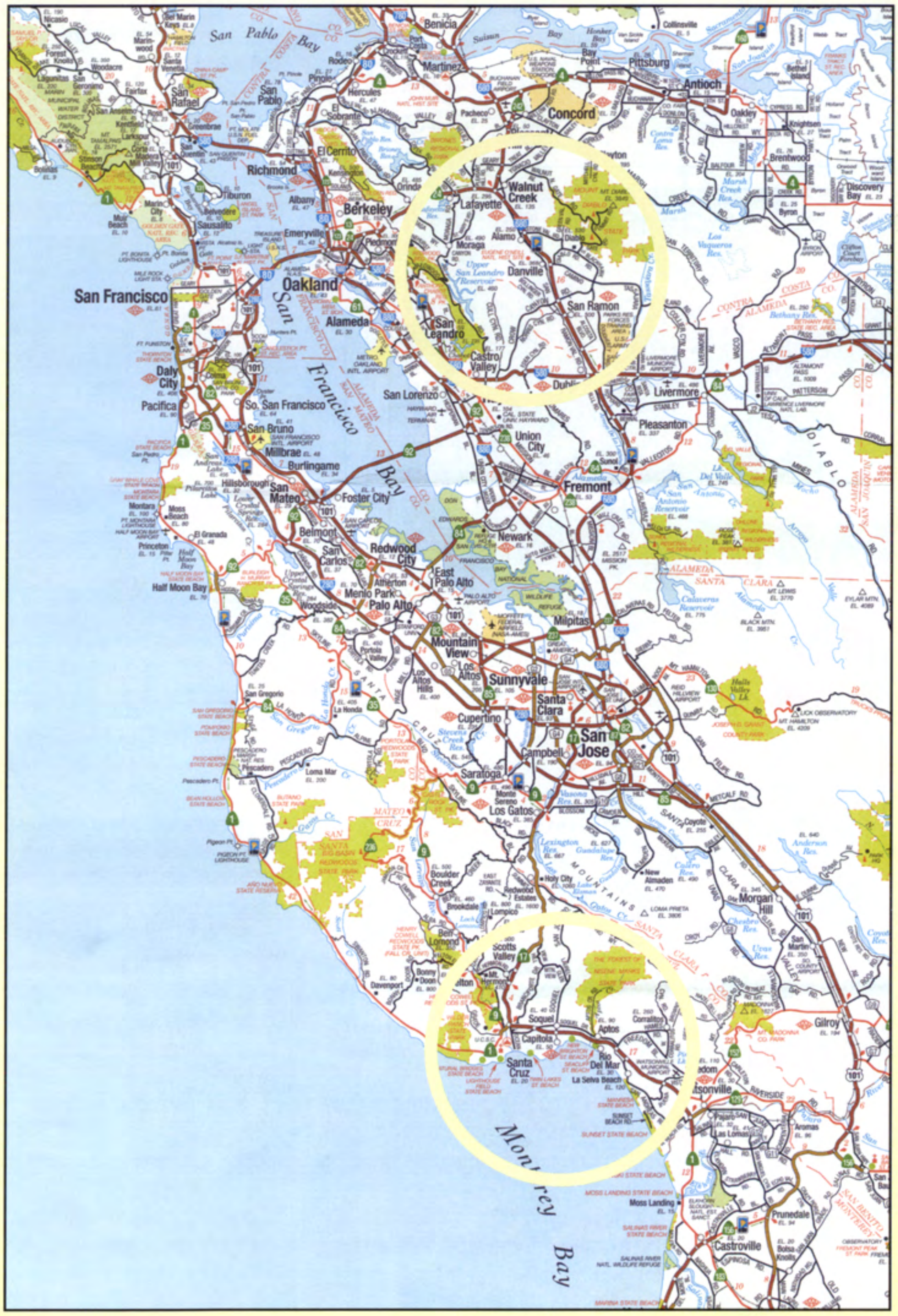
Danville, CA 94506
510/736-2277 FAX: 510/736-4818
www.blackhawkauto.org
Wed.-Sun. 10am-5pm
Admission $8 adults,
$5 for students
and seniors, children under 6 free.
Docent led tours weekends

treated to an ever-changing array of 120-140 cars at any given time. Cars are grouped with a theme in mind: particular era, use, coachbuilder, etc. All vehicles are kept in pristine condition. Two of the cars that affected me the most were a sports car made entirely by hand of wood that isn't a prototype, and a car made entirely out of silver with pythons ready to strike on each front fender with red forked tongues. Since I didn't take notes during our guided tour, I can't tell you the names of the cars. Sorry! I told you, women aren't supposed to know cars.

After our tour, we had lunch at a small café below the museum while seated on a lovely patio by the lagoon at the foot of the falls. I believe most of the rest stayed around and visited, but we had a six hour drive home on I-5, so we left at around 3:30 pm.

I can't say much about the drive down the San Joaquin Valley - through farms, ranch land, and orchards, but upon stopping for gas and hamburgers at a truck stop I found Goo-Goo clusters. Those of you who stayed at Opryland during Expo '96 might remember these peanut/caramel/marshmallow candies that were on your pillow each night. I just had to buy a bunch. OK, if you live in the South, you see them every time you go to the store, but out here in California, they are as rare as hen's teeth.


San Pablo Bay
San Francisco Bay
Monterey Bay
San Francisco
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Belmont
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Capitola
Santa Cruz
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Oakley
Pescadero
Los Altos
Woodside
Boulder Creek
Ben Lomond
Felton
Davenport
Prunedale
Moss Landing
Del Mar
La Selva Beach
DIABLO
SANTA CRUZ MOUNTAINS

OKTOBERFEST

DeLorean Expo '99

What do stainless steel, Daniel Boone, Clydesdale horses, and smiling faces have in common? They are all things that have a connection to the Oktoberfest DeLorean Expo '99. St. Louis, Missouri will host this yearly meeting of DeLorean owners and other DeLorean enthusiasts. Dates for the Expo are the 7th through the tenth of October.

If you want to see the world famous Anheuser-Busch Clydesdale horses, be sure and plan to arrive it time to tour the city on Thursday afternoon. The tour will include a stop at the brewery as well as the Cathedral Basilica of St. Louis. At the Cathedral, you will see the world's largest collection of mosaic art. You may have already caught a glimpse of this spectacular place on television last January, when the Pope conducted a Mass there while on a visit to St. Louis.

Thursday night, our first evening in St. Louis, our group will board the Tom Sawyer Riverboat for a private cruise and dinner on the Mississippi. The evening will be hosted by P. J. Grady Inc. of New York. The Tom Sawyer is a replica of a 19th century paddle wheel boat; the kind of boat that used to ply the river a century ago. Onboard, we'll enjoy a delicious prime rib dinner, dance or just listen to a Dixieland group, and visit with old and new DeLorean friends, while we experience the sight and sounds of St. Louis from the water. We'll come away from the cruise with a souvenir photograph to remind us of this October evening on the Mississippi River.

Friday is a day planned for getting attendees and their cars out and about, which brings us to the connection to Daniel Boone. Some 40 miles or so from the city is a town called Defiance. It was here that Boone settled in 1799 and built his home in 1803-10. We'll stop to see the home and the collection of Boone family belongings it holds.

But that's not the end of the drive. We'll travel the Weinstrasse (wine road) along the Missouri River, through scenic valleys and wooded hills. A stop for lunch at a local winery and then it's back to the city to rest before the evening's activity.

Which brings us to the stainless steel, and a lot of it! Friday night's buffet dinner will be held at the Gateway Arch and sponsor for the evening is DeLorean Motor Center of California. As reported in the last issue of DeLorean World, we will have the Arch to ourselves, ride the trams to the top, visit the Museum of Westward Expansion and enjoy an Octoberfest buffet.

More stainless will be on view Saturday when DeLorean Motor Company of Texas sponsors the Concours and Product Fair at the Regal Riverfront Hotel's Exhibit Hall. This collection of fine cars is what many come to see, and they won't be disappointed. A day of shopping for DeLorean items will also be available in the Hall.

That afternoon, Bauerle Automotive Inc. of Ohio will sponsor the Technical seminar. David Bauerle of Bauerle Automotive, Inc., Radnor, Ohio, will discuss and show the inner mechanisms of the door using a cutaway door section. Don Steger of DeLorean Motor Center, Garden Grove, CA, will discuss fuel contamination — causes, effects, and cures.

Saturday night's gala banquet will be held in the Hotel's Illinois Ballroom and DeLorean One of California will sponsor the evening. Awards, prizes, and dancing will be some of the activities on the evening's agenda.

Sunday morning is check-out time, but not before we gather once more; this time in the revolving restaurant atop the hotel. Enjoy brunch and the chance to say good-bye to all those friends with the smiling faces.

THE FUEL ACCUMULATOR

By Don Steger, DeLorean Motor Center, Irvine, California
Nancy Steger, Photo

WHAT DOES IT DO?
It maintains fuel pressure in the system and prevents vapor lock.

WHAT HAPPENS WHEN IT FAILS?
The engine will not start when it is hot. If it is cold, lengthy cranking is necessary.

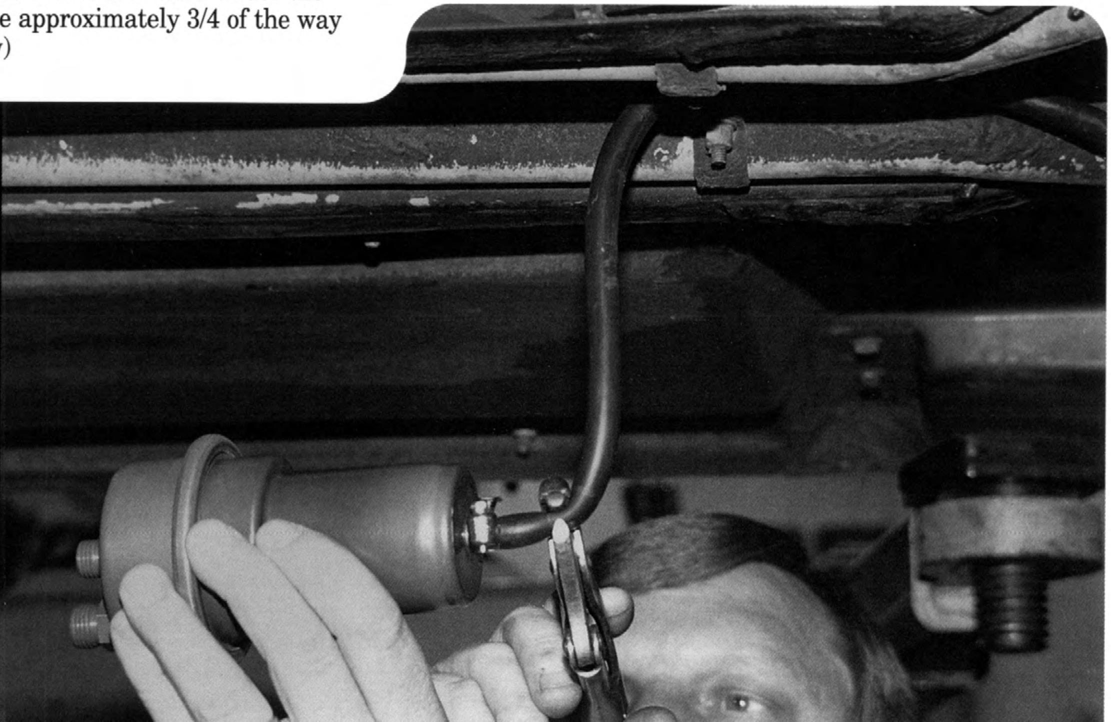
CAUSE OF FAILURE:
Fuel in the small return line is reverted back to the fuel tank and not retained in the system.

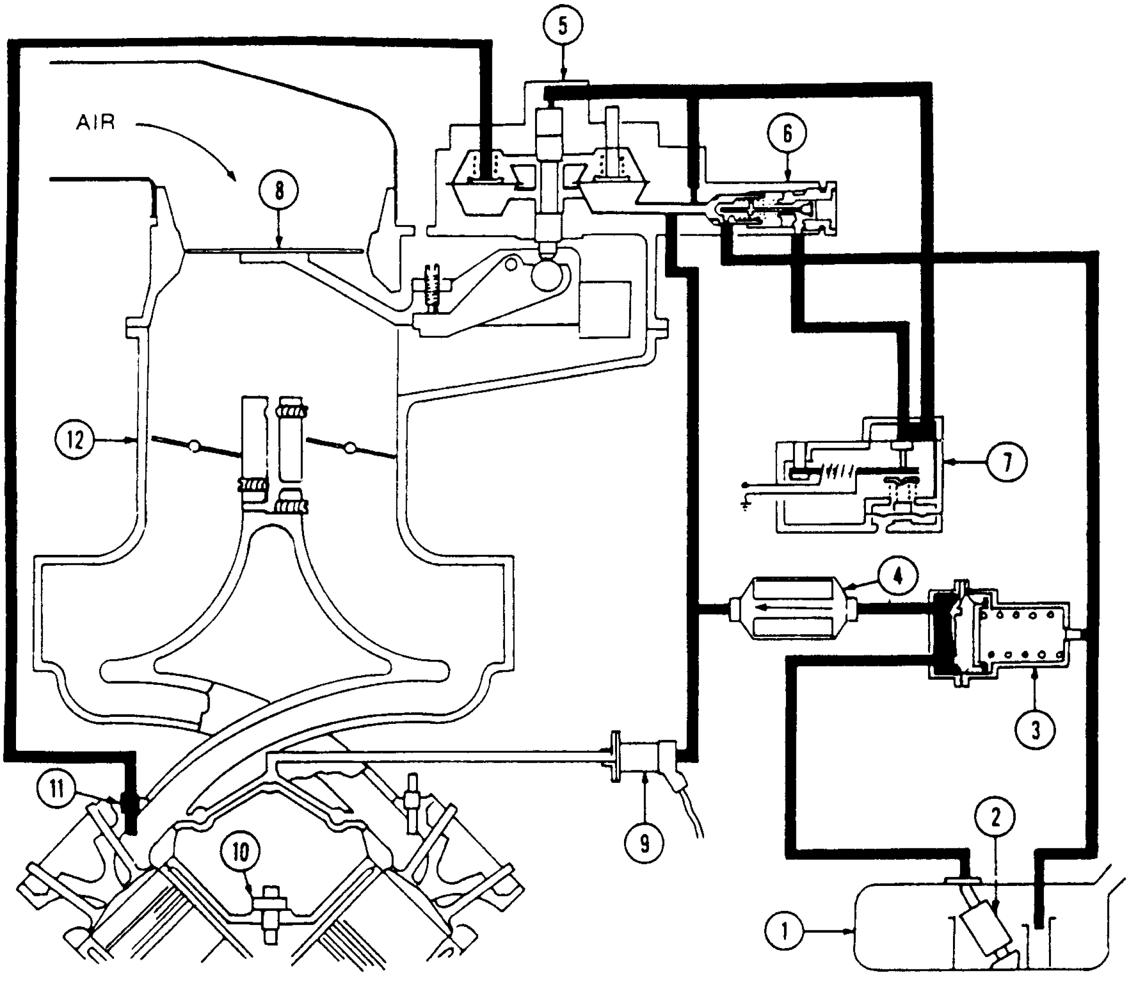
FIELD TEST:
Take a slim pair of needle nose pliers or vice grips to stop the flow of fuel in the small return line in the back of the accumulator which is located under the car in the center frame approximately 3/4 of the way back. (see photo below)

CAUTION:
(Do not use too much pressure with the tool or you will damage the fuel line.)

If the car starts, the accumulator must be replaced. However, we recommend you seek the advice of a professional, because not only is it a very difficult job to do, but it is also very hazardous due to fire and inhaling gasoline fumes.

The attached diagram shows all fuel components and their individual function.





COMPONENTS AND DESCRIPTION

1. FUEL TANK
A molded plastic fuel tank is located in the front wishbone of the frame. Access to the tank components is gained by removing the inspection panel inside the trunk.

2. FUEL PUMP
An electric rotary pump is used to provide fuel for the system. The pump is mounted inside the fuel tank.

3. FUEL ACCUMULATOR
The accumulator keeps the system under pressure when the pump is not running. The accumulator is mounted inside the rear section of the frame backbone.

4. FUEL FILTER
A special filter is used to remove foreign particles from the fuel. The filter is mounted on the left rear frame rail.

5. FUEL DISTRIBUTOR
The fuel distributor determines the necessary volume of fuel to be delivered to each injector.

6. PRIMARY PRESSURE REGULATOR
The primary pressure regulator controls the primaly or main line fuel pressure in the system. The regulator is located inside the fuel distributor.

7. CONTROL PRESSURE REGULATOR
The control pressure regulator provides fuel enrichment during warm up and cold acceleration. The regulator is mounted on the left valve cover.

8. AIR FLOW SENSOR
The air flow sensor measures the amount of air entering the engine.

9. COLD START VALVE
An electrically operated cold start valve is used to supply extra fuel to the engine during cold start conditions. The valve is mounted on the left side of the engine.

10. THERMO-TIME SWITCH
The thermo-time switch regulates injection time of the cold start valve. The switch is mounted in the thermostat housing.

11. INJECTORS
The injectors are always open when the engine is running. Their main function is to atomize the fuel as it enters the intake chambers. The injectors are mounted in the cylinlder heads.

12. THROTTLE VALVES
The throttle valves control the amount of air entering the engine. The throttle valves are located between the mixture control unit and the intake manifold.

FORWARD to the PAST

...continued from page 17

destination. As I got off the train a kindly old lady appeared and I inquired where the nearest taxi might be found. She asked me to walk with her since she was going to get a taxi also. Just a half a block away was the taxi company office. In about 30 minutes I arrived at the recommended Marriott, which was suggested by the man who was to sell me my Delorean. Two (2) AM. Bar closed, no food but understandingly, the friendly people staffing the check-in desk summoned the night manager who personally went to the kitchen and prepared me a sandwich and snacks with a beer. It was one of the best meals I have ever had, especially after my 10-hour ordeal. I felt safe, warm and fed, eager to see the next day and, of course, "My Delorean."

With a phone call the next morning, I was picked up and taken to the garage to see the Delorean I had left my card on 6 weeks before. I believe I have not felt so much anticipation since my first solo in an airplane. Drove the car, liked it (HELL NO, I LOVED IT!). A dream comes true at last simply by giving the man my cashiers check. We checked all fluids, lights, horns, tire pressure, and he gave me an intro to all of the things he thought I should know about a D. I had arrived. I owned a Delorean. One more good dream comes true. He asked for my home phone number and my cell number and asked me to call him when I arrived home. I thanked him, went to the nearest service station, topped off the gas and began my 9 and 1/2-hour trip towards home. Damn, did it feel great! An 18-year-old dream had come true.

Swelling with pride as the owner of a Delorean, I nestled into the contoured leather seats and tuned the radio to some music that enhanced my euphoric racing mind. But, my dream was about to become a nightmare. The transmission started down shifting and then back to normal. Back to third gear and "BAM" down shifting to second gear. Sometimes the transmission would stay in second gear and not return to third gear. I would be doing 70 mph and all of a sudden back to 4000+ rpm into second gear again. I was sadly aware that I had a problem but hoped with all hope I could make the 500+ mile trip home. Please, oh please, at least, to get within a reasonable distance of home. The high signs, the whistles, the car honking, the waving, the thumbs up, and all the other jesters of hollering and hooting when my fellow highway travelers recognized the make of the car helped to distract my mind. The worry of whether I would get all the way home or end up marooned with an expensive towing charge kept flashing in my thoughts. The transmission did not seem to be getting worse. At times, I became lulled into thinking that the problem had cured itself only to have it immediately downshift once again. I have always tried to refrain from asking God for anything. Hoping, if I used discretion and restraint to endure the little to semi-major problems in life, God would be more likely to listen. At least I hoped my chances would be better when I was in a situation of a major crisis.

The problem did not get better but it did not get worse, either. I was getting closer to home. Now it was dark. The cell phone rang and it was the man who sold me the car. He sounded concerned, checking to see if everything was OK and that I was still on the road to home. I assured him I was going to make it home, if not, I certainly would be calling him. I called home letting them know I would arrive, hopefully, by 11 PM and that all was fine. Reserving my concerns for the car for the time being to avoid all those "I told you so's," as well as, all the other comments that can leave blinding fingerprints on your dreams. My mind conjured my arrival home with all the pomp of the return of a conquering hero.

A few toots of the horn, the house lights came on and out came my wife, Marty and my daughter Catherine. Catherine was the most excited when she realized that the car I had brought home was a "Back To The Future Car." Marty seemed impressed and pleased until she realized that it was a rear engine car. This fact did not set well with her at all. She proceeded to make it clear to me that she did not realize that the Delorean was a rear engine car and had she known, she would have argued against buying it. Her reasons, well that is another story I may relate later.

I was somewhat disappointed that she did not share my enthusiasm for the car but understood that she thinks rear-engine cars are unsafe. But, she was true to the good person she has always been, she accepts my indulgences and dreams for what they are worth to me as well as I do hers. Our 30 years together have endured with this type of sharing and understanding of our individual dreams and our shared dreams.

My 18-year-old dream (owning a Delorean) had become a fact. It looked as though it had been waiting all of its life to sit in my driveway. Now comes the reality of ownership, fixing the problems.

Part 2 "The Joys of Fix, Fix and Repairing Your Dream."
Part 3 " My 40 Year Dream Comes True."

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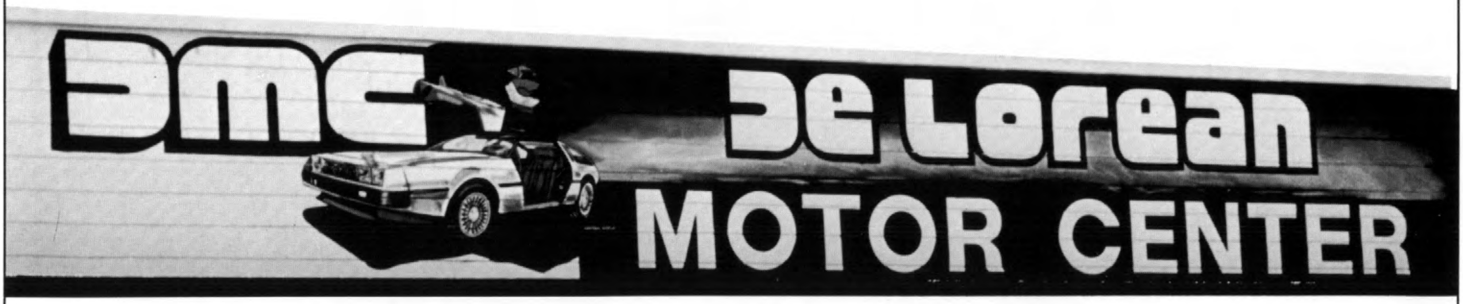

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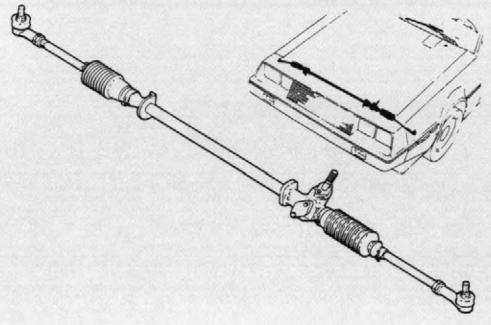
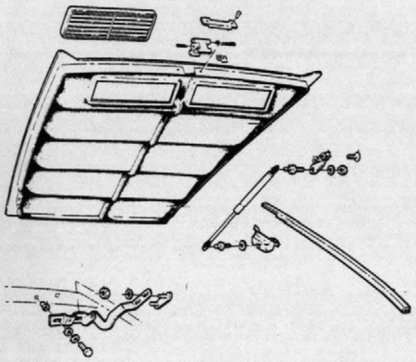


Cracked Louvres?
We have the fix!



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Our door and hood lift pistons are custom made for us and more closely resemble the originals in function and appearance than any other supplier. They use specially selected gas pressures, piston rod lengths, and even the finish on the ball studs. All of our lift supports have self cleaning pistons with oring seals and teflon backup rings. They also feature exclusive triple-lobe rubber seals riding on chromium plated hardened steel piston rods for better gas and oil retention. Our manufacturer claims a design life of over half a million cycles in continuous use... two and a half times longer than competitive lift pistons.

Some companies try to compensate for their single lip seals which are prone to leaking by using a higher gas charge. This places added stress on the lower mounting body ball stud, makes the door gain speed as it opens, and requires more frequent torsion bar adjustments.

If you donít agree that our pistons are the best available, regardless of price, you can return them for a full refund.

100592G	**Door Lift Piston**	$59.00 ea .$110.00 pair
105063G	**Hood Lift Piston**	.$96.00 pair
108209G	**Sunshade Lift Piston**	.$60.00 pair
111592G	**Lift Piston Set (6)** (A Pair of Each)	**$239.00**
108563G	**Heavy Duty Lower Door Lift Support Brackets** (pair) . . . . Some of these brackets are bending from overcharged pistons or heavy use. These new brackets double the surface area and number of fasteners used to spread the load over a larger area.	$48.00

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The only product that can eliminate engine lag and sudden voltage drops when you use your air conditioner.

You've probably noticed these problems when you drive your DeLorean in warm weather. Fanzilla lets you leave the A/C on and enjoy the DeLorean ride the way it was meant to be. This product supersedes the factory's "temporary" fan fail bypass link modification. Fanzilla uses state of the art technology to restore the fan fail light function and sequentially engage the cooling fans for smoother operation. This reduces the load on the entire electrical system which saves wear and tear on alternators, cooling fans, computer governors, etc. Although Fanzilla is expensive this feature alone could make it pay for itself! Once you plug it in (no tools required) youíll be hooked! Try it for 90 days risk free and if youíre not completely satisfied send it back for a full refund. Fanzilla has been proven so reliable and customer demand so strong our only problem has been keeping enough in stock! Try it and see what all the excitement is about.

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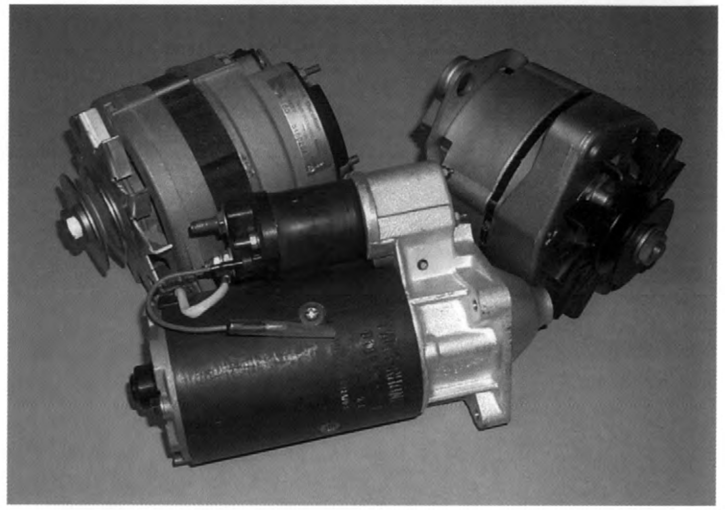
REBUILT WATER PUMPS

We supply rebuilt factory original water pumps, complete with pulley installed and all hoses and o-rings needed for installation. The water pumps commonly supplied for the DeLorean are aftermarket Volvo pumps that are adapted for the DMC application. The plain truth is: they don't work. They will go completely bad in about a year and in the meantime the car will run hot in traffic and/or hot weather. Furthermore, the pulley must be exchanged and the shaft trimmed. Often, the impeller must be repositioned and the pulley sleeved. Not all shops can do this without bending the pulley or worse. Our pumps come with a 12-month warranty.

Rebuilt water pump kit	**102119R**	**$229.00**
Rebuilt w/pump kit Core	**102119C**	**125.00**

Kit includes:	*Part #*	*Qty*
Thermostat seal	*102156*	*1*
Hose	*102481*	*1*
O-ring	*102168*	*6*
Hose clamp	*102150*	*6*
Intake gaskets	*102284*	*2*
Hose	*102149*	*1*
Hose, elbow	*102153*	*2*
Hose clamp	*SP10350*	*2*
O-ring	*102283*	*2*
O-ring	*102293*	*1*

STARTER MOTORS & ALTERNATORS



Original Equipment Starters

These are very sturdy units. We have found that when they do give up, it is better to replace them completely than rebuild. Usually, the cost of a quality rebuild on a European starter is $150-180. In the case of DeLorean starters, internal replacement parts are non-existent and any rebuild would amount to hardly more than a good cleaning.

Starter Motor	**101044**	**$243.75**

Motorola and Ducellier Alternators

90 amp Motorola alternators were the factory-supplied upgrade for the original Ducellier 80 amp units. The weak diode bridge on the Ducellier gave them a very high failure rate. Replacement diodes are as bad, making the rebuilding of a Ducellier a losing proposition. We have implemented a rebuild/exchange program for Motorola alternators, rather than try to retrofit a large GM substitute. These alternators have the heavy-duty regulators that the originals featured and carry a 90-day warranty. If the $345 outright charge for a Motorola unit is too grand for your budget, we have hundreds of sale priced NOS Ducelliers that will plug right in.

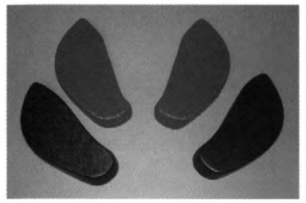
Alternator (Motorola)	**110101R**	**$295.00**
Core charge (Motorola)	**110101C**	**50.00**
Alternator (Ducellier)	**102425**	**156.25**

DECAL SETS!

20-PIECE DECAL/LABEL SETS
Complete set for 1981 model cars.

$59.63

ARMREST EXT CAPS



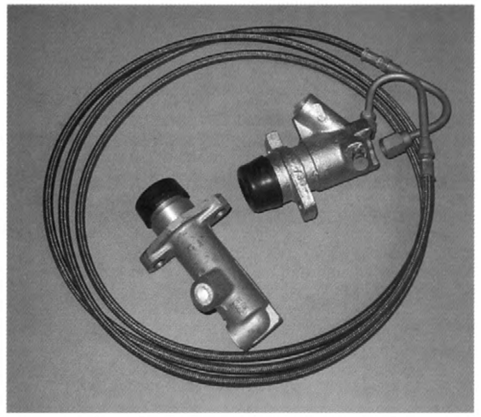
The factory's answer to the problem of scratches and tears on the face of the armrest extension where arms and bums brush the door opening. Available in black or grey, the work, they fit, attach with double stick tape. Get yours now!

Armrest Ext Caps (grey)	**W300009**	**$24.81**
Armrest Ext Caps (black)	**W300010**	**24.81**

DMC TO HOST CONCOURS!

DeLorean Motor Company is pleased to announce that we are sponsoring the concours and car show at the DeLorean Owners Association Expo this fall in St. Louis, October 7-10, 1999. Now is the time to prepare for this event! Get more information and future updates at our website (www.usadmc.com)!

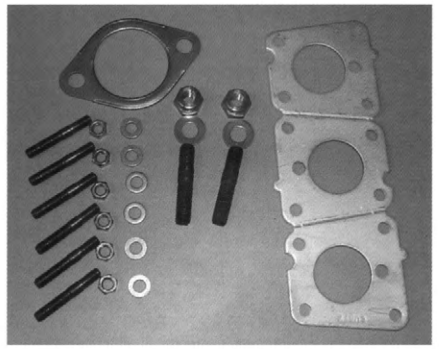
CLUTCH KITS



A worn clutch in a DeLorean is characterized by a hard pedal, late take-up, and often by slipping. Replacement by new OEM parts, featuring a beefed-up pressure plate, will give the DeLorean a light pedal, take-up in the middle of pedal travel, and a noticeable "bite" upon engagement. Excessive wear on the disc means added strain on the hydraulics. This is compounded by neglecting to change hydraulic fluid in the system. Both the brake and clutch fluid should be changed every three years to avoid contamination and damage to the cylinder walls. Another common clutch problem is difficulty selecting First or Reverse at rest. If your DeLorean still has the original clutch pipe from the master to the slave, it needs to be replaced by stainless-steel braided, Teflon-lined pipe that will not expand when warm which causes the grinding and late take-up especially noticeable in First and Reverse.

Clutch Kit, 3 piece	**112512**	**$389.74**
Kit includes	***Part #***	***Qty***
Clutch disc	*102512*	*1*
Pressure plate	*102753*	*1*
Throw-out bearing	*103245*	*1*
SS Braided Line	**108637**	**149.68**
Clutch Master Cylinder	**100462**	**153.10**
Clutch Slave Cylinder	**100843**	**103.75**

EXHAUST GASKET AND STUD KIT



"It makes a ticking noise. It sounds like a lawn mower...an old Volkswagen...and old VW with bad valves." All of these accurately describe a DeLorean with varying degrees of exhaust manifold gasket rot. Half measures will not suffice. There is no cement or shortcut. Nothing else will do to fix it except to take the exhaust system apart and replace the gaskets, all of them. It is a tedious job that will involve heat, penetrating oil, drills, extractors, dust, rust, smoke, noise, little tiny stinging bits of metal, and considerable exercise of vocabulary; not to be undertaken by the faint of heart or weak of will. The only comfort lies in the knowledge that the repair kit from DMC will cover all parts needed and that when the fight is over, the DeLorean will sound like the day it was new.

Exhaust Gasket & Stud Kit	**112258**	**$84.90**

Kit includes	*Part #*	*Qty*
Stud	*102167*	*6*
Gasket (manifold to head)	*102263*	*1*
Gasket (manifold to x-over)	*100928*	*1*
Washer	*SP10262*	*2*
Washer	*102265*	*6*
Nut	*102441*	*6*
Arrow Nut	*SP10170*	*2*
Stud	*102259*	*2*

Most parts available also individually, please call us!

CLASSIFIED

MEMORABILIA

DeLorean Mouse Pad with the neat Flying DeLorean that is same design as on the DeLorean Motor Car shirts. Many uses include a small wall poster, hot pad for a hot DeLorean pan, coaster for a giant DeLorean mug, seat cushion for little DeLorean tykes, and maybe even use it for your DeLorean computer. WOW! And they are reduced to $10.00, or 6 for $50.00, plus shipping per the DeLorean Products ad, and sales tax to CA residents. DeLorean Owners Association, 1617 Del Valle Avenue, Glendale, CA. Phone/FAX: (818) 547-3638. Website: www.deloreanstore.com

SAVE 10% ON ALL PRODUCT ORDERS by placing your order for all Association products on our website located at http://www.deloreanstore.com. Go directly to the Marketplace and click on Enter Webstore and place your order online with the DeLorean Owners Association in our secure mailbox.

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The worldwide organization of *Back to the Future™* enthusiasts of the three blockbuster films and the simulator rides, the cast & crew of the film series, and the DeLorean time machine vehicle. Membership is only $20.00 per year U.S. ($25.00 everywhere else), and includes four large issues of our ***Hill Valley Telegraph*** glossy newsmagazine, a free membership kit, free classified ads, and *BTTF/*DMC memorabilia information. Please make checks or money orders payable in U.S. funds to *Back to the Future™...The Fan Club.* For more information, contact:

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P.O. Box 880, Dept. D
Athens, AL 35612-0880
Phone/Fax: (205) 230-6288
E-mail: bttf@traveller.com
Website: http://www.hsv.tis.net/~bttf

New DeLorean Poster! Created especially for the DeLorean Owners Association by renowned automotive artist, Shin Yoshikawa. Limited edition of 100 personally signed and numbered by artist, $45.00 plus $5.00 shipping, and sales tax to CA residents. Unsigned poster — $20.00 plus $5.00 shipping and applicable CA tax. DeLorean Owners Association, 1617 Del Valle Avenue, Glendale, CA. Phone / FAX: (818) 547-3638. Website: www.deloreanstore.com

DELOREANS FOR SALE

1982 DeLorean, 5 speed, 23,000 original miles, grey interior sheepskins, all mechanically sound, new tires. This car is a "ten" $20,000. Ellis at (909) 981-7405.

DeLorean, 1981: 5-speed, 8600 miles, Vin# 5971, mint. '98 Concours winner, grey interior, all updates, garaged under cover, Cincinatti, $19,900. Bob 606 331-9796 Wk Phone 513 681-3600; Wk Fax 513-541-5945.

'81 DeLorean, 5-Speed, Mint. P.J. Grady serviced, all upgrades, garaged. Front/rear radar, CD/Tape/Stereo, CB/PA System. New roof headliner, under carriage rust proofed, 15,900. Call Brian at 212/269-1400 ext. 627, or 914/235-6211.

1981 DeLorean, 5-Speed, VIN# 3153, 46,000 miles, gray interior, lowered by DeLorean Motor Center, gas flap and grooves in hood, all updates, very clean, like new interior, always garaged and covered. Includes car cover, floor mats, one year DOA membership. $18,500. **818-243-2616** or email to: **rdh@hozt.com See DeLorean Photo Ad on Web at: www.DeLoreanStore.com**

1981 DeLorean Excellent original condition. Automatic, Grey interior, 22,321 total miles. Driven regularly $17,500. Located Okla. 800/749-3276

DeLorean, 1981: Auto, 9,000 Miles, vin 4143 DeLorean One upgrades, All records and manuels, $20,000 firm, Jack 760/376-3905.

DeLorean, 1981 #6027 28,000 miles, always garaged, 5-speed, near perfect body, superb interior, new belts , hoses, AC piping, etc. (from DeLorean One). Everything works. Priced to sell at $19,500. Located Annapolis MD 410-757-4078.

Oct. 81 DeLorean 35,000 Miles, perfect interior, runs perfect, many new upgrades, new Eagle GT-11's, new door struts, too many to list, daily driver. $17,000 in Northeastern Oaklahoma. 918-453-0221 or e-mail at seikel@netsites.net

1981 DeLorean; Great shape. Everything works. Kept in garage, and stored winters. Recent Bauerle rejuvenation. All magazines, and factory manuals. 52,000 miles $15,500 616-743-2206 CSEALES@NETONECOM.NET

1981 DeLorean – Turbo; 5spd; 31,000 miles; Professionally upgraded / maintained ; 150 / 240 km speedometer; cover, parts, posters, memorabilia, luggage rack (in box) $19,990. Delivered Michigan (Duty Paid) tel: 519-434-1666 FAX 519-434-7071. Performs & looks beautiful!

1982 DeLorean – 5 speed; Vin # SCEDYT26T4CD010345. Original owner 20,000 miles, always garaged. All service records. Looks great. Gray interior. Phone: 310/374-8090 or e-mail MISCMOMS@aol.com Price $22,500.00

PARTS AND ACCESSORIES

Delorean Parts - Wheels, motors, doors, quarter panels, axel shafts, fiberglass bodies and a lot more. Call 919 383-6187

DMC Embroidered Patches, metallic silver on black, smaller 1 1/2" x 3 1/2", perfect for over shirt or blouse pocket. Iron on or stich on application. $4.50 each, 2 for $8.00 PP limited supply. Frank Young, P.O. Box 28842, Spokane, WA 99228.

REVISED CLASSIFIED ADVERTISING INFORMATION

Classified advertising is available to DeLorean Owners Association members only. The rate is 40¢ per word and you must pay in advance for at least 4 insertions of the same ad.

If your advertised item sells after the first insertion and you notify us, we will refund the cost of the remaining insertions.

Example: 40¢ a word x 50 words = $20.00 x 4 insertions = $80.00, less refund if applicable.

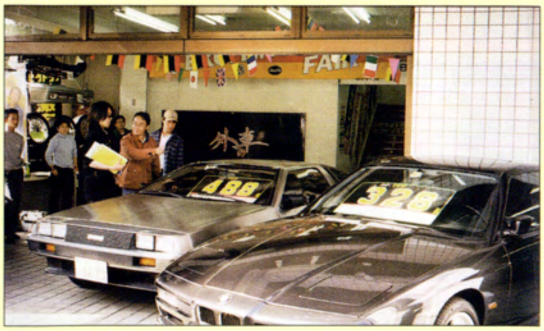
PHOTO ADS: We are now offering photo ads in the classified section. Black and white photos of your advertised item can be added to your ad in your choice of 2 sizes - a single column version at 2 1/4" wide and a double column version at 4 5/8" wide.

The single column photo is an additional $50 and the double column photo is an additional $100.

Send typewritten copy, a clear photo and your membership number to James Hales, 2651 Altamira Dr., West Covina, CA 91792. For questions: Phone/Fax (626) 965-5190 or e-mail advertising@delorean-owners.org

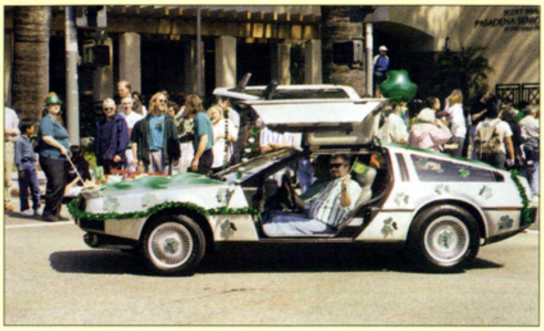
DELOREANS ON FILM

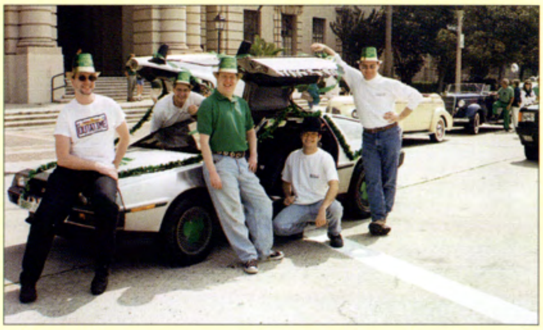
Junko Hiroshige's DeLorean shares a role in the Japanese science fiction movie "Brister". Notice the DeLorean is more expensive.



OUR IRISH CARS MAKE A SHOWING AT PASADENA'S ST. PATRICK'S DAY PARADE

Sunday, March 14th brought a three DeLorean showing on last minute's notice, out for the festive St. Patrick's Day Parade in Pasadena, California.





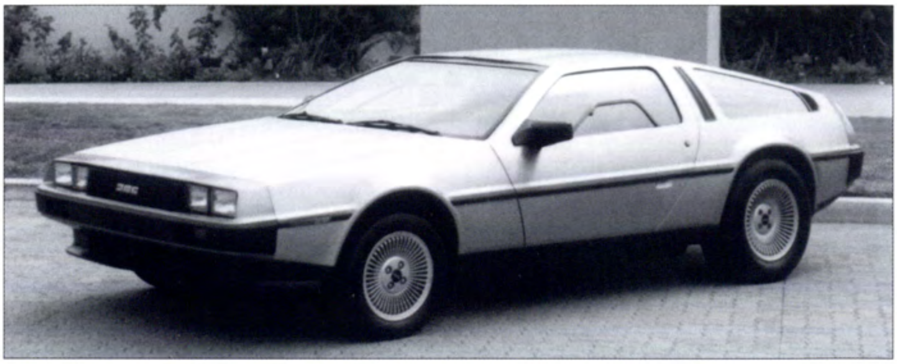
Top: Don Sigler (waving) and Chris Tolleson in Don's car.

Below: (left to right) Kirk Dunne, Matt Wiedle, Jeff Jackson, Carlos and Mike Hanley gather around Mike's car.

CLASSIFED PHOTO ADS ARE NOW AVAILABLE.

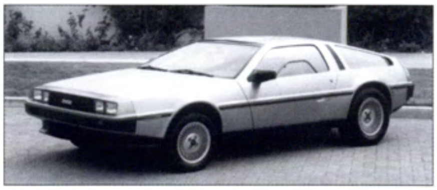
If you have a DeLorean for sale or a DeLorean-related product, you can now show it off to hundreds of potential buyers. We now are offering classified photo ads in one and two column formats. For further information, see above.

2 COLUMN AD



1982 DELOREAN Beautiful condition, automatic, grey interior, 30,000 miles, all records, all Delorean World back issues, all updates, always garaged and professionally maintained, original owner, California car, twin turbos. Phone Marshall days (818) 664-9366, eves (818) 666-8999 or fax (818) 166-66046

1 COLUMN AD



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DeLoreanWorld

DeLorean World, Volume 16, Number 2; Spring 1999

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Members are awarded a year's membership in the Association for a general subject feature-length article and $100 for a "DeLorean Getaways" feature-length article that is published in DeLorean World.

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e-mail: national66@earthlink.net

Submissions are subject to review and the author should retain a copy. Photographs should be color or black and white, printed on glossy stock. The DeLorean Owners Association is not responsible for unsolicited materials.

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879 Randolph Road, Santa Barbara, CA 93111, (805) 964-5296

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John Truscott, Membership Director, 879 Randolph Road, Santa Barbara, CA 93111, (805) 964-5296

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Marcie Haug, Products Director
1617 Del Valle Avenue, Glendale, CA 91208, (818) 547-3638

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MISSION STATEMENT FOR THE DELOREAN OWNERS ASSOCIATION

The mission of the DeLorean Owners Association is to support the DeLorean automobile. This support will take the form of continually striving to maintain an image of quality design and manufacture for the marque. This support will be conveyed in all printed and electronic media, by the Association's Directors, and at the events it conducts.

CLASSIFIED and DISPLAY ADVERTISING DEADLINES

Volume 16, No. 3 .... July 1, 1999
Volume 16, No. 4........ October 1, 1999

NOTICE!!!!

The Association is offering $100 to the author of a "DeLorean Getaways" article. A one year Association membership is offered for any other feature-length article that is published.

Please send all DeLorean World articles and photographs directly to the editor:
David Knudson
P.O. Box 423
Tujunga, CA 91043
Phone/Fax: (818) 352-7232
e-mail:
national66@earthlink.net

Text is preferred in Wordperfect or Word in Mac format on a 3.5" disk.

If you're thinking turbo, think twin turbo.

The most efficient method of turbo charging your DeLorean's V-6 engine is with two turbochargers — one turbo unit for each three cylinders.

When the DeLorean factory began developing a performance model, the twin-turbo configuration was the system they preferred (see Road & Track, December, 1984-page 37). The Island Twin-Turbocharging System is the most faithful to that DeLorean factory turbo design.

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- The Island Twin-Turbo System includes a matched pair of IHI Turbochargers, the same brand used on most Indianapolis 500 racers.
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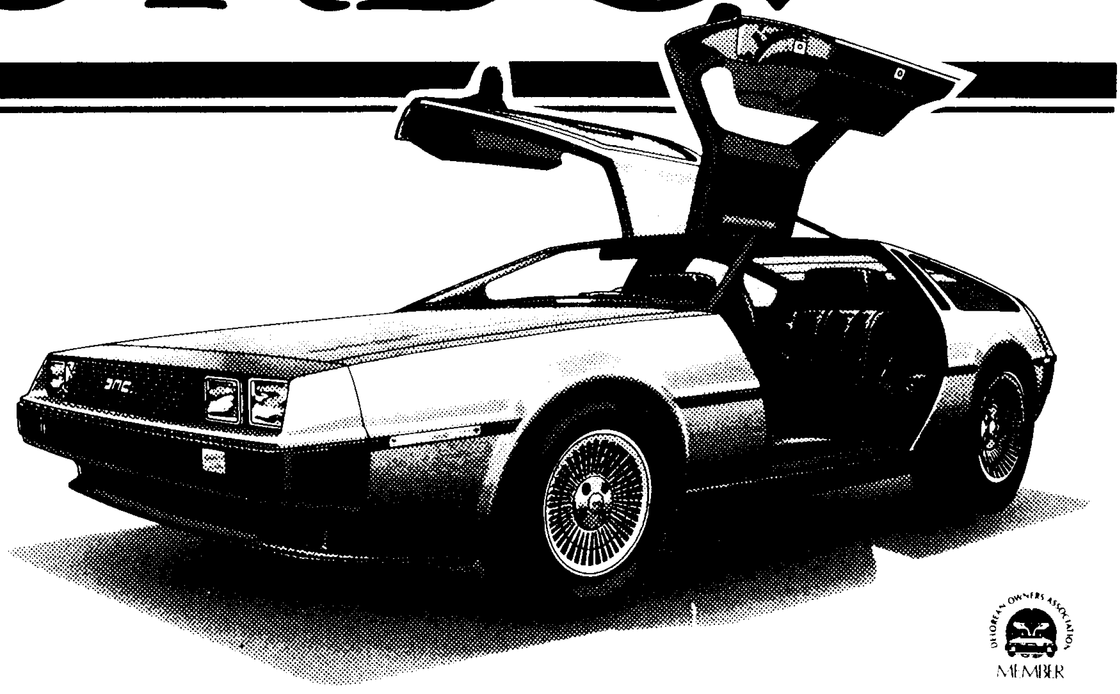

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Don’t let us pass you up again!

We’re always on the move crisscrossing the country. It’s because so many owners want the peace of mind of having their DeLoreans serviced by DeLorean One.

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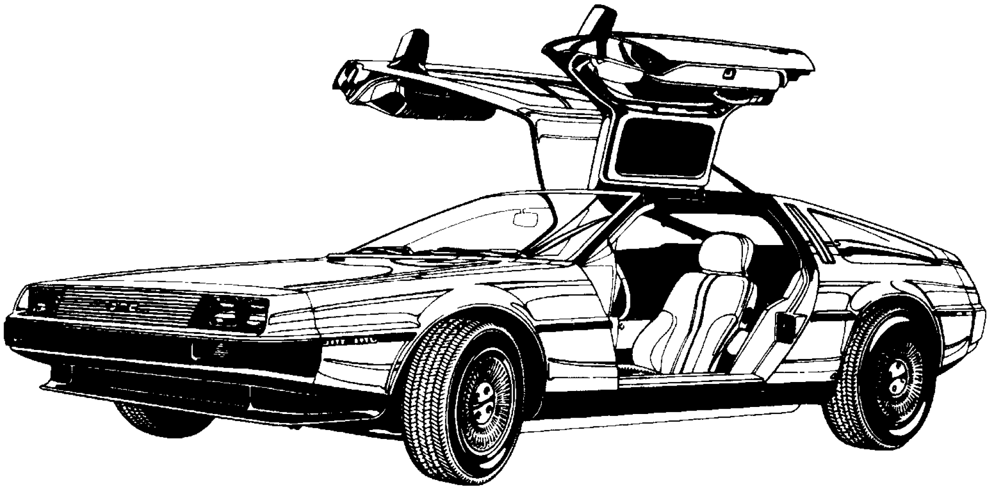

THE SPECTACULAR DELOREAN

The DeLorean automobile was produced in a factory in Northern Ireland that was established by American entrepreneur, John Z. DeLorean. Approximately 8,600 were manufactured for two years resulting in three model years; 1981, 1982 and 1983.

The DeLorean is not only striking in overall appearance but it has several extremely unique features, such as the stainless steel body panels and gull wing doors. When it was manufactured, it was well ahead of its time but even by today's standards, it is an extremely modern vehicle. We're sure that you will agree that few, if any production cars look as "modern".

The DeLorean is powered by a PRV V6, fuel injected, rear engine that provides a rare combination of speed and efficiency. It was available with a 5 speed or automatic transmission and a black or grey leather interior. Two were gold plated at the factory. The DeLorean averages 26 mpg and is capable of a 125 mph cruising speed.

The DeLorean remains an excellent choice for people who are interested in a unique automobile that is fun to drive yet is very comfortable and economical. Service and parts are readily available throughout the world.

The DeLorean Owners Association is a nonprofit, worldwide organization that was formed in 1983 to support the owners of DeLoreans. It provides a forum for these owners which includes a quarterly magazine, technical assistance, conferences around the world, and parts and service sources. If you own a DeLorean, you need to join the Association. If you know an owner, please give him or her this form, and if you're simply a fan of this exceptional car, we welcome you as well.

®

DELOREAN OWNERS ASSOCIATION

Dedicated to supporting the DeLorean automobile worldwide.

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879 Randolph Road, Santa Barbara, CA 93111-1030 or Phone / Fax to (805) 964-5296

You can also join on the Internet at www.delorean-owners.org